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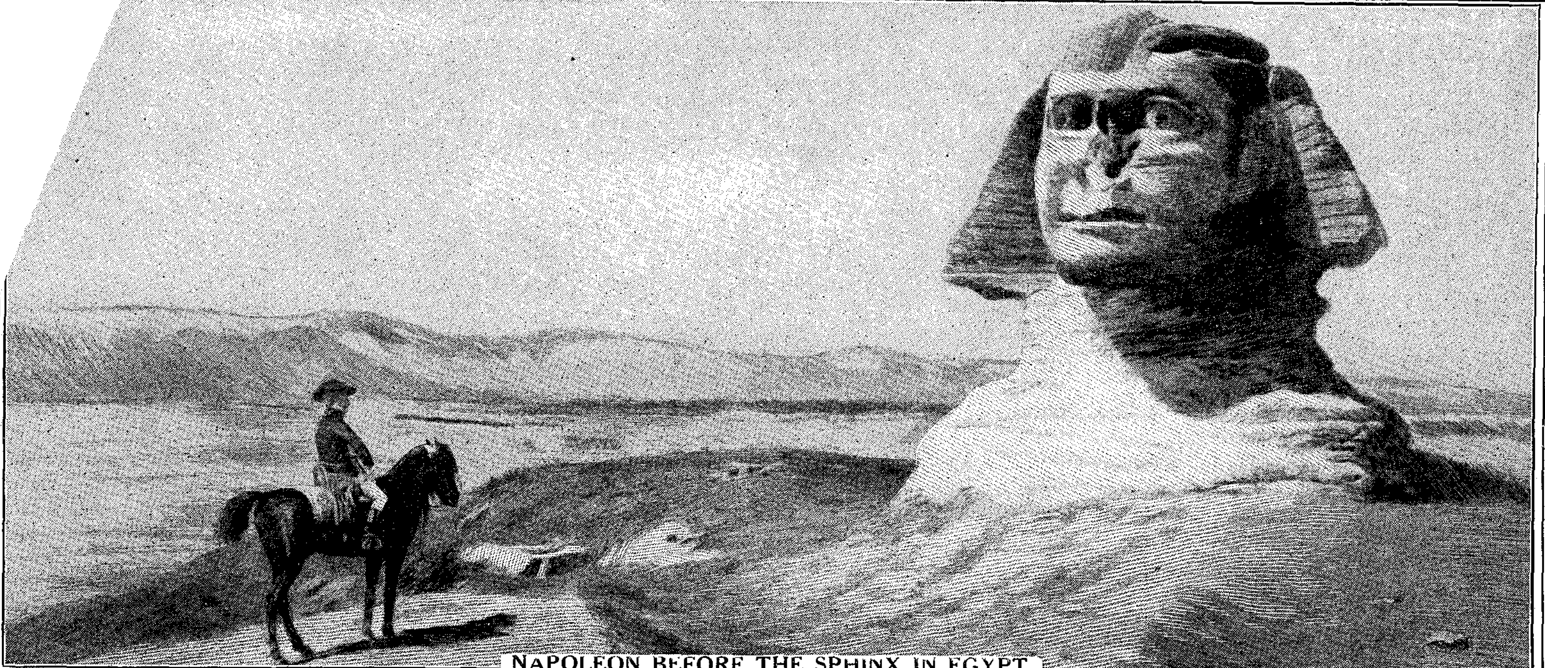

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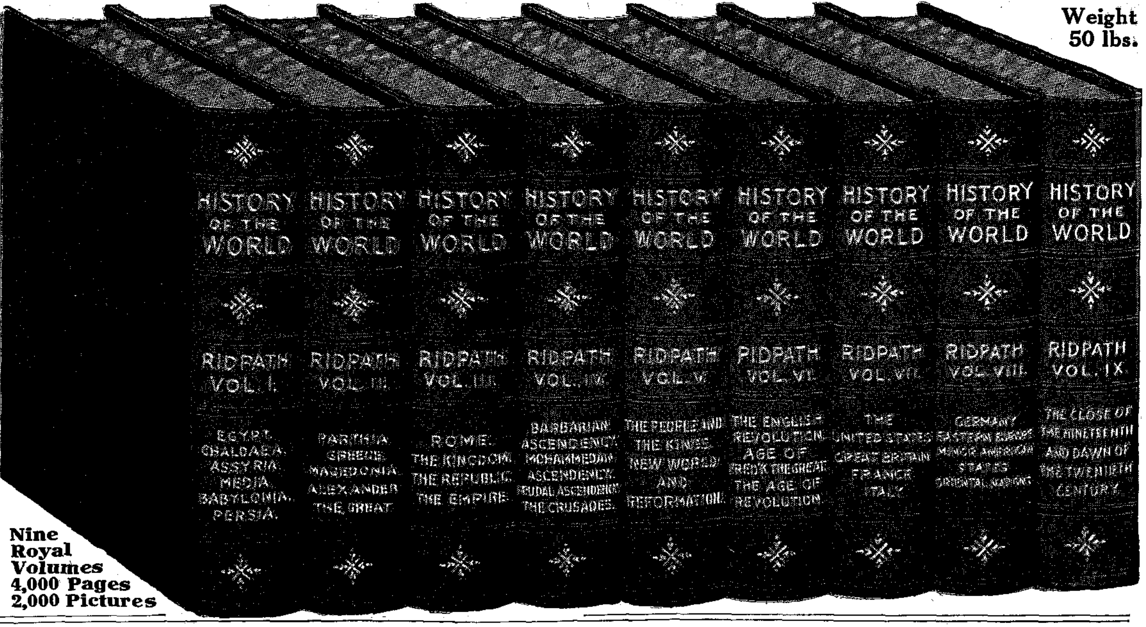
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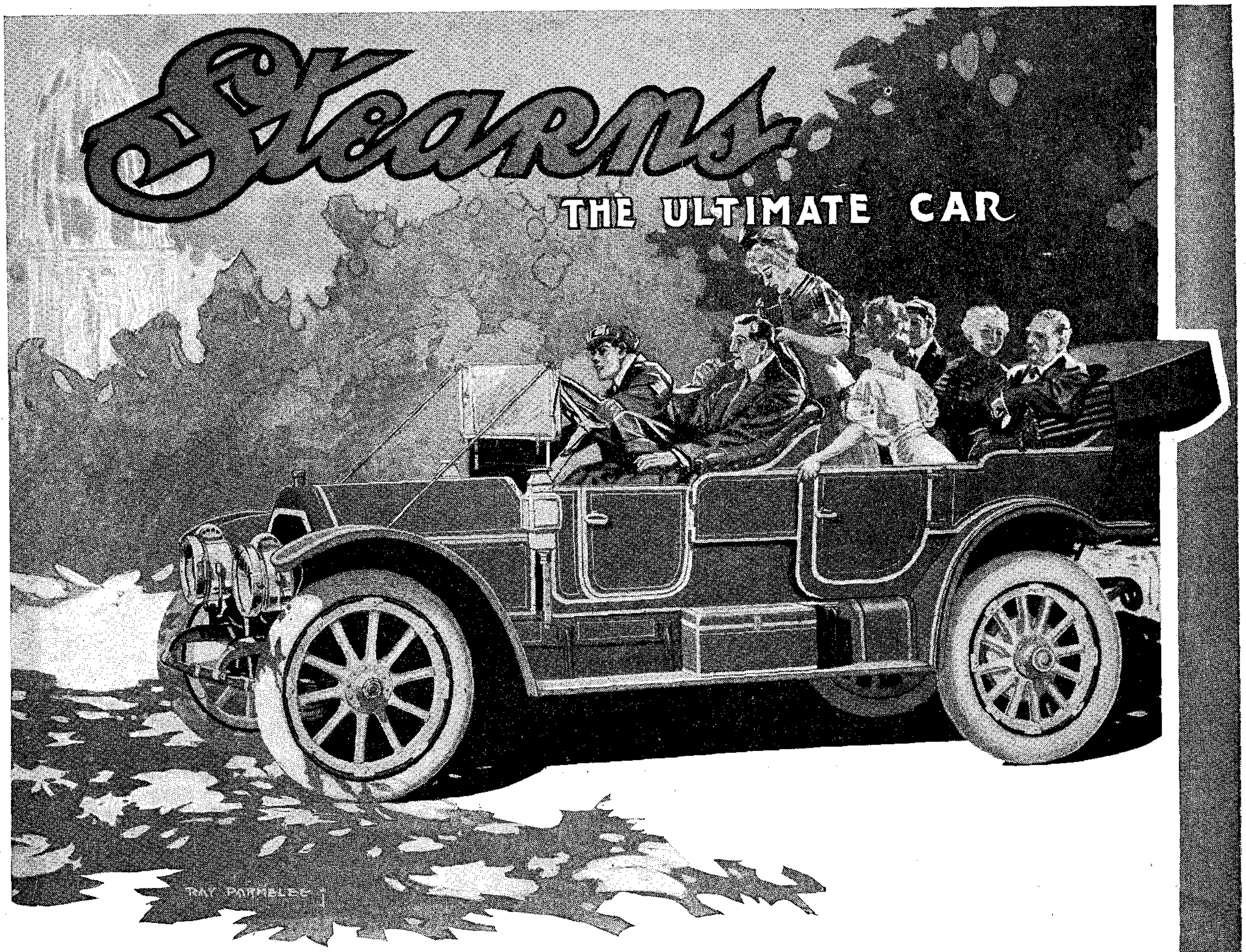

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TABLE OF CONTENTS

TOPICS OF THE DAY:

PAGE
Winning the West Again 367
Mr. Taft on Tinkering the Tariff 370
A Decision Against Labor 371
New York's New Gateway 372
4,766,883 New Yorkers 373

FOREIGN COMMENT:

America's Example of Violence 375
The German Autocrat 375
A New European Kingdom 376
Japanese Rivalry with our Navy 377
Death Penalty Modified in China 378
Growth of the German Population 378
Styles in Dreadnoughts 379

SCIENCE AND INVENTION:

Children's Lives Sacrificed to Ignorance 380
Nature and Nurture 381
Moving Pictures in Turkey 381
A Gate to Stop Runaways 381

SCIENCE AND INVENTION *(Continued)*:

PAGE
Living Pumps in Trees 381
First Sight at Forty 382
Gyroscopic Balances for Workers 383
Size and Work of the Heart 383
Menthol in Candy 383
Indian Girls as Nurses 383

THE RELIGIOUS WORLD:

Professor William James 384
The Koran Made Over for Women 385
Sermons for Breadwinners 386

LETTERS AND ART:

The End of Piano-playing 387
Our Lack of "American" Art 388
After the "Man of Letters"—What? 389
Dickens' "Deferred Royalties". 390
MOTOR-TRIPS AND MOTOR-CARS: 391-397
MISCELLANEOUS 398-424

SYMBOLISM OF THE COVER DESIGN.—This week's cover design, painted by George Wharton Edwards, represents in flight Mercury, the messenger of the gods, himself one of the gods of the winds, the god of commerce, and the special patron of heralds, messengers, and newsmen. He bears tidings from all parts of the world. Mercury is seen leaving the temple of the gods accompanied by swift sea-birds, the companions of his voyage. The wandering albatross, possest of wondrous power of flight, herald of Mercury's approach, may be seen in the distance. Interpreted allegorically Mercury, as the disseminator of news, represents THE LITERARY DIGEST, the swift herald which carries to the world at large messages from all points of the compass. In his right hand Mercury carries the caduceus, or golden wand of commerce. On his feet are the talaria, or winged sandals.

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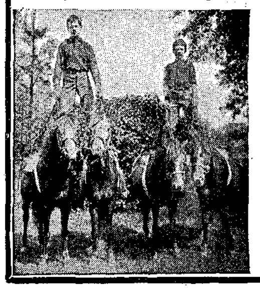

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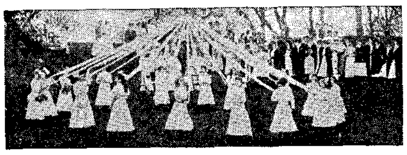

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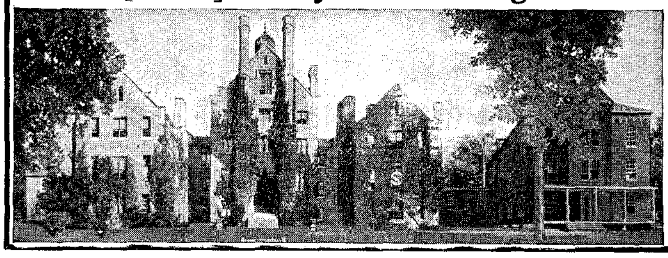

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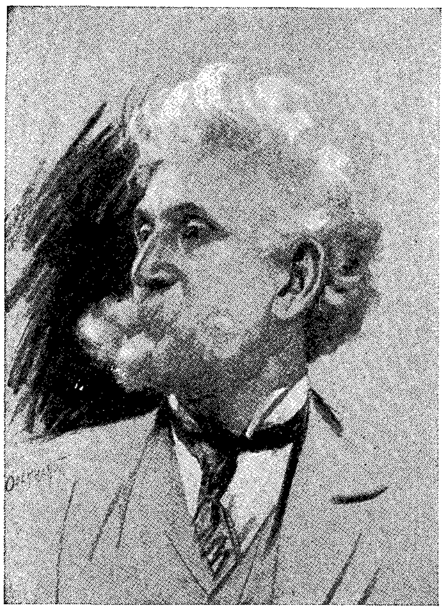

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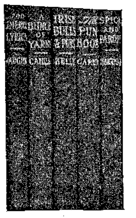

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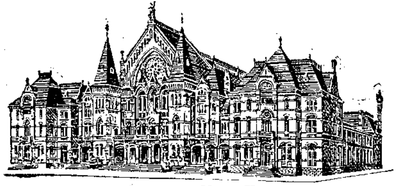

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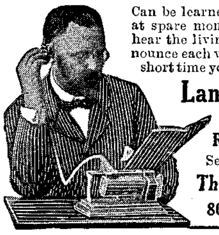

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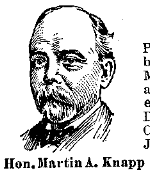

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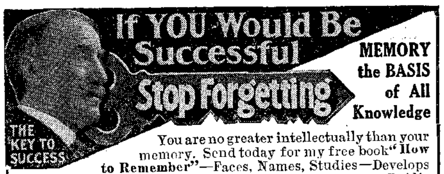

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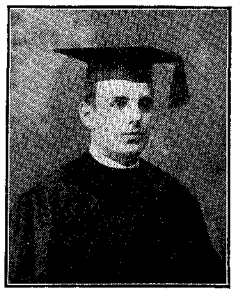

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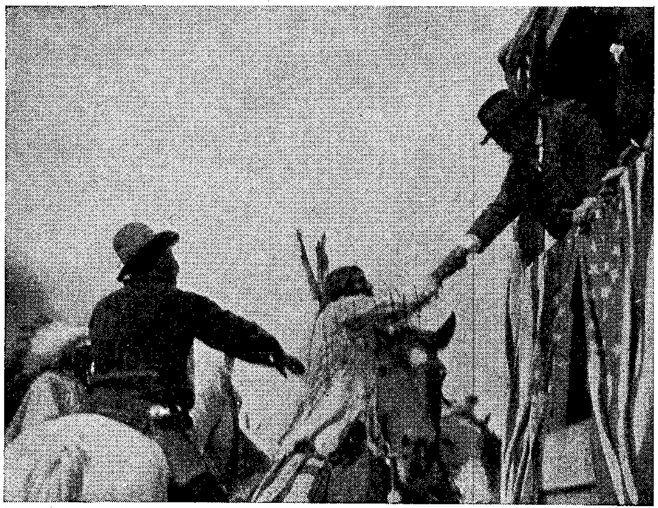
VOL. XLI., No. 11 NEW YORK, SEPTEMBER 10, 1910 WHOLE NUMBER 1064

TOPICS OF THE DAY

WINNING THE WEST AGAIN

WHEN a private citizen, escorted on a two-weeks tour of the West by carloads of newspaper correspondents, addresses wildly cheering crowds at every stopping-place and is hailed again and again as our next President, it is not surprizing that there should be much surmise in the papers about the real and ultimate goal of that journey. "Politicians who are figuring on the 1912 situation might as well come to the conclusion that they'll have to give consideration to a powerful movement for Roosevelt for President again," declares a Kansas City dispatch to the New York *Globe* (Rep.). "The West loves and understands Roosevelt. If ever the nation should be in danger, the West would listen to his call," exclaims the Denver *Republican* (Rep.). "The West takes it for granted that Theodore Roosevelt will be the next Republican candidate for President, so what is the use of getting excited about it," wires the correspondent of the New York *World* (Ind. Dem.) from Cheyenne, Wyo. A plank in the recently adopted Republican State platform in Kansas hails Mr. Roosevelt as "the New World's champion of the rights of man in the world-old contest between rising humanity and the encroachments of special privilege," and declares that "we enlist under his banner in the fight for human rights." In Denver the Governor of Colorado and the Mayor of the city, both Democrats, indulged in sympathetic allusions to the possibility of the Colonel being again at the helm. And Senator Dolliver, speaking in Wisconsin, remarked smilingly that Mr. Roosevelt would again be writing messages to Congress after the 1912 election. "It is incredible that there should now remain a single American citizen," declares the New York *Sun* (Ind. Dem.), who does not see that Theodore Roosevelt has undertaken a campaign for the Presidential nomination in 1912."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WHEN BIG CHIEFS MEET.

Mr. Roosevelt's utterances during this trip, remarks the Boston *Traveler* (Rep.), "have roused his followers to enthusiasm and his enemies to frenzy." Thus to the New York *Commercial* (Fin.) he appears as "our peripatetic revolutionist," and his journey becomes "a firebrand's triumphal march." The New Orleans *Picayune* (Dem.), while regarding the Colonel's "sudden and violent eruption into politics" as "about the funniest and most uncalled-for public visitation of the day," is nevertheless in doubt as to whether he is "a demagog or a child of destiny." The New York *People* (Socialist Labor) sees in him "the arch demagog," and remarks sadly that "the various other brands of reformers hide their diminished heads in the effulgence of the Rooseveltian rays." "The style of his talk on his Western trip," opines the Savannah *News* (Dem.), "hasn't been of a character to commend him to thinking people." "He is impossible," exclaims the New York *Herald* (Ind.), which objects to the way he is "hippodroming round the country." Even newspapers like the Springfield *Republican* (Ind.) and the New York *Evening Post* (Ind.), which are always, says the Indianapolis *News* (Ind.), "on the side of good government," have joined the anvil chorus. "What is the Colonel up to?" asks Marse Henry Watterson in his Louisville *Courier-Journal* (Dem.); but he goes on to say:

> "He has the right pig by the ear. Graft is the paramount issue of the hour. In girding his loins, after the manner of Jack the Giant Killer, and going out in quest of crooks and adventures, the Colonel maintains the picturesque and interesting character of the African hunter at the same time that he commends himself to his countrymen as an American reformer."

"Roosevelt is showing the courage as well as the zeal of the crusader," says the New York *Journal of Commerce* (Com.); while the Chicago *Tribune* (Rep.) remarks that "the greatest living moral force is passing over the Western States in the form of a dynamic Ego—a militant I, an omni-supervisory I, an omni-percipient I, a castigatory, admonitory, prophetic, decapitatory I." The Colonel's critics further complain that he utters platitudes, has not outgrown the Ten Commandments,

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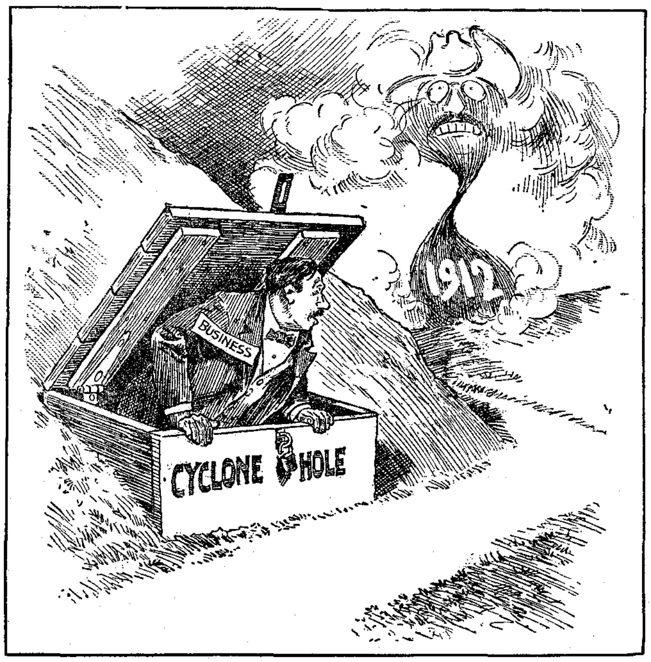


"IS IT COMING BACK?"
—De Mar in the Philadelphia *Record*.

and is insincere, remarks the New York *Tribune* (Rep.), which goes on to say:

> "And the criticisms will not deter the thousands who are now throwing their hats in the air in his honor. They never did, and it is too late to suppose they ever will.
>
> "Still, there is reason enough why the criticisms should be uttered. They afford great comfort to a select class of persons, for not to approve, or to give only a qualified approval to, the Colonel is a mark of distinction. It sets you apart from the common herd, with its love of moral platitudes and its incapacity for distinguishing between them and deep and original thought. Those who have not had an opportunity to test themselves for a year and a half now enjoy the sense of their superiority to the common run of mankind."

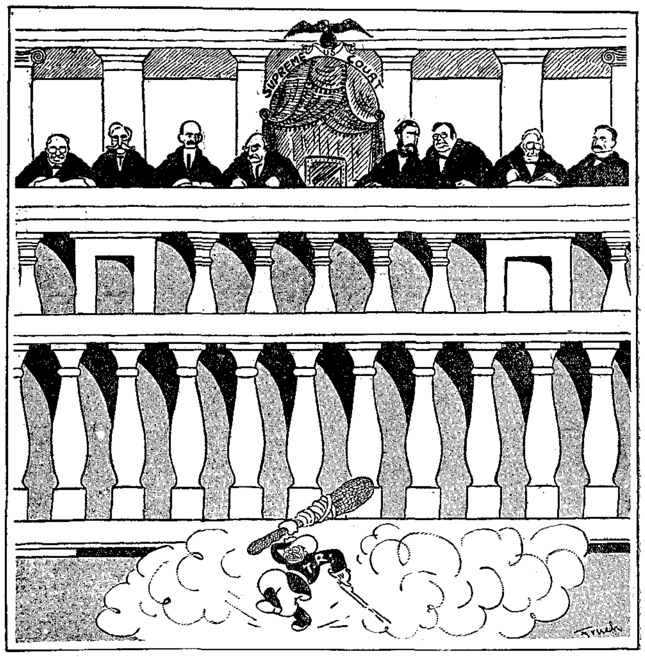
In Buffalo Mr. Roosevelt explained that: "It is a little more my business to hunt out a crook who claims to belong to my party than if he claims to belong to another." In Cleveland he caught the crowd with his assertion that "I shall insist upon honesty if it breaks up the best business in the land," adding: "Whenever I have power . . . I will make the corperations come to time just as I will make the mob." At Denver he criticized two decisions of the United States Supreme Court, and at Pueblo he spoke in praise of easily amended State Constitutions, but it is on his speech at Osawatomie, Kans., that serious newspaper comment chiefly centers. In this speech, which many papers refer to as embodying "Mr. Roosevelt's platform," he defines "the New Nationalism," reiterates many of his well-known policies, approves the idea of piecemeal tariff revision, and startles the public with certain unfamiliar doctrines—in short, according to the New York *Evening Post* (Ind.), "outstrips not only the most extreme utterance that he himself ever made previously, but that of any of the most radical men in public life in our time." It is "an epochal utterance," declares the Boston *Transcript* (Ind. Rep.). Gifford Pinchot, after hearing it delivered, is reported to have exclaimed: "This is one of the biggest moments in the history of the United States." "His new doctrine is more and worse than rank Socialism—it is communism at the limit," protests the New York *Commercial* (Fin.). The leaders of insurgency in Kansas, says a Kansas City dispatch to the New York *Times* (Ind. Dem.), regard the Osawatomie speech as "the climax of the great fight they have been waging with the old Republican machine." Mr. Roosevelt says in part:

> "At many stages in the advance of humanity this conflict between the men who possess more than they have earned and the men who have earned more than they possess, is the central condition of progress. In our day it appears as the struggle of free men to gain and hold the right of self-goverment as against the special interests, who twist the methods of free government into machinery for defeating the popular will . . . .
>
> "There can be no effective control of corporations while their political activity remains. To put an end to it will be neither a short nor an easy task, but it can be done.
>
> "We must have complete and effective publicity of corporate affairs, so that the people may know beyond peradventure whether the corporations obey the law and whether their management entitles them to the confidence of the public. It is necessary that laws should be passed to prohibit the use of corporate funds directly or indirectly for political purposes; it is still more necessary that such laws should be thoroughly enforced. . . . . . .
>
> "It has become entirely clear that we must have government supervision of the capitalization not only of public-service corporations. including particularly railways, but of all corporations doing an interstate business. . . . . . .
>
> "I believe that the officers, and especially the directors, of corporations should be held personally responsible when any corporation breaks the law."

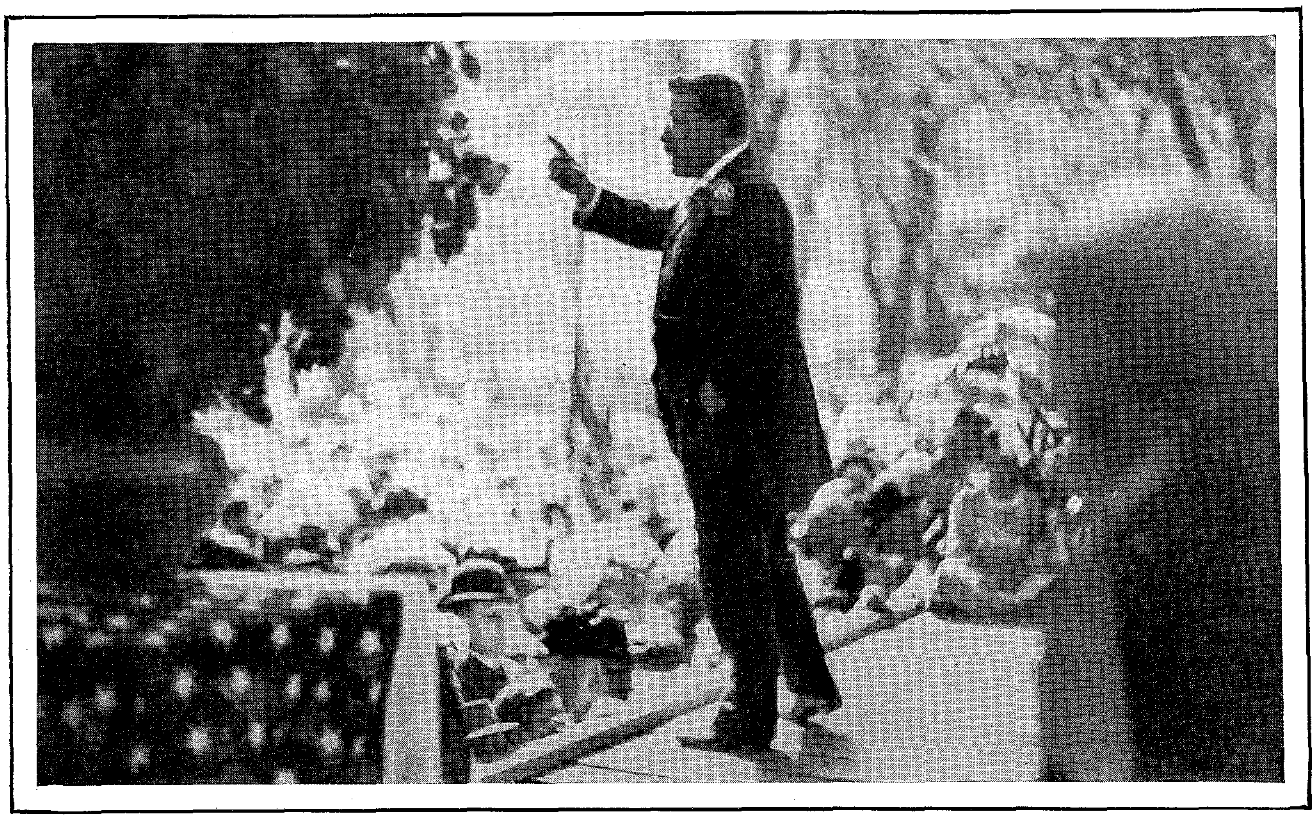
After admitting that the present methods of tariff-making "put a premium on selfishness" and probably favored the big interests, he points to an expert non-political tariff commission and piecemeal revision as the cure. Turning to the subject of "swollen fortunes," he says:

> "We grudge no man a fortune which represents his own power and sagacity, when exercised with entire regard to the welfare of his fellows. But the fortune must be honorably obtained and well used. It is not even enough that it should have been gained without doing damage to the community. We should permit it to be gained only so long as the gaining represents benefit to the community. This, I know, implies a policy of a far more active governmental interference with social and economic conditions in this country than we have yet had, but I think we have got to face the fact that such an increase in governmental control is now necessary."

He goes on to advocate graduated income and inheritance taxes, the reform of our financial system, such conservation of our natural resources as tends to healthy development, comprehensive workmen's compensation acts, regulation of child labor and the work of women, direct primaries, publicity of election expenses, and provision for the removal of unfaithful



MAY IT PLEASE THE COURT.
—Frueh in the New York *World*.



TELLING THE PEOPLE AT COUNCIL BLUFFS ALL ABOUT IT.

or incompetent public servants. Says the Springfield *Republican* (Ind.):

> "There are many sincere devotees of democracy, even radical democracy, who fervently desire the attainment of much the same end Mr. Roosevelt seems to, but who could not follow his leadership, fearing to receive finally from his hands not a democracy democratic to the core but a democracy at whose heart was enthroned a despot."

Only second to the Osawatomie speech in public interest, it seems, were certain remarks addrest by Mr. Roosevelt to the Colorado legislature in Denver, in which he used two decisions of the United States Supreme Court to point his moral. He said in part:

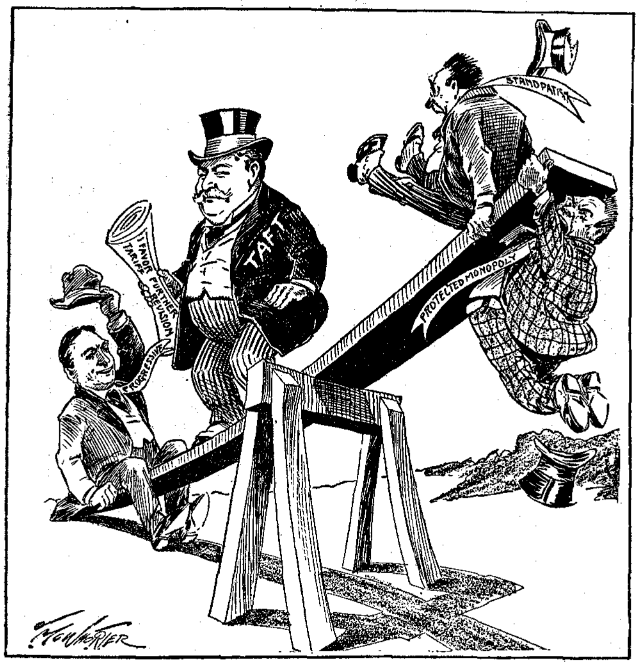
> "I am anxious that the nation and the State shall each exercise its legitimate powers to the fullest degree. When necessary they should work together, but above all they should not leave a neutral ground in which neither State nor nation can exercise authority, and which would become a place of refuge for men who wish to act criminally, and especially for the very rich men who wish to act against the interests of the community as a whole.
>
> "Let us illustrate what I mean by a reference to two concrete cases. The first is the Knight Sugar Trust case. In that the Supreme Court of the United States, under cover of what a man whose interest is chiefly in sane, constructive stewardship can only call a high technical legal subtlety, handed down a decision which rendered it exceedingly difficult for the nation effectively to control the use of masses of corporate capital in interstate business, as the nation obviously was the sole power that could exercise this control—for it was quite beyond the power of any one State.
>
> "This was really a decision rendering it exceedingly difficult for the people to devise any method of controlling and regulating the business use of great capital in interstate commerce. It was a decision nominally against national rights, but really against popular rights.
>
> "The second case is the so-called New York bakeshop case. In New York City, as in most large cities, the baking business is likely to be carried on under unhygienic conditions, conditions which tell on the welfare of the workers and therefore against the welfare of the general public. The New York legislature passed, and the New York Governor signed, a bill remedying these improper conditions. New York State was the only body that could deal with them; the nation had no power in the matter. . . . But the Supreme Court of the United States possest and unfortunately exercised the negative power of not permitting the abuse to be remedied. By a five to four vote they declared the action in the State of New York unconstitutional, because, forsooth, men must not be deprived of their 'liberty' to work under unhygienic conditions. . . . . . .
>
> "In effect it reduced to impotence the only body which did have power, so that in this case the decision, altho nominally against State rights, was really against popular rights, against the Democratic principle of government by the people, under the forms of law."

These remarks are interpreted by Mr. Roosevelt's critics as an "attack" upon the Supreme Court. "Such an attack from such a source is wholly unprecedented in the history of the Republic," exclaims the New York *Commercial* (Fin.), which is convinced that a few more such agitators would reduce the country to a state of anarchy.

"There is ground for the opinion that Mr. Roosevelt's head-on collision with the Supreme Court has damaged something else besides the Court," remarks the New York *American* (Ind.). His criticisms, says the New York *Times* (Ind. Dem.) are "regrettable and discreditable" since their effect "must be to create suspicion and distrust of the judiciary." "He would be better advised," declares the New York *Evening Mail* (Ind. Rep.), "if he would let the Supreme Court alone." He is "waving the red flag," exclaims the New York *Herald* (Ind.). His criticism of our highest tribunal, says the New York *Call* (Socialist), "shows that we Socialists have been lamentably timid"; and it adds: "The fight against the arrogated power of the courts to nullify the will of the people is bound to become the overshadowing political issue of America, the issue that will sum up and around which will gather all other issues."

Among the less radical papers which see nothing startling or revolutionary in Mr. Roosevelt's comment on the dangers of a "neutral zone" are the Providence *Journal* (Ind.), the Boston *Herald* (Ind.), the Brooklyn *Eagle* (Ind. Dem.), and the Buffalo *News* (Rep.).

MR. TAFT ON TINKERING THE TARIFF



NOW WHO'S UP IN THE AIR?
—McWhorter in the St. Paul *Dispatch*.

THE VERY idea of "tinkering" a tariff law that has just begun its beneficent operations would have seemed a horrible thing to a Republican paper a few years back, and to speak of patching up a tariff law officially stamped by the President as the best we ever had would have seemed a sulfurous sin. Yet the Republican press now stand complacently by and, indeed, commend President Taft for advocating a regular course of patches for the Payne Tariff Law, which he described only a few months ago as the most perfect ever seen. This recommendation occurs in his campaign letter to Congressman William B. McKinley, chairman of the Republican Congressional Committee, in which he sums up at some length the record of the Republican party during the last two years. He analyzes the tariff legislation, he speaks of the establishment of the new commerce court and of the increased powers of the Interstate Commerce Commission; of the new Congressional Commission "to report a practical bill for the fixing of workmen's compensation for injuries received in the employment of interstate commerce railways," and of the creation of the Bureau of Mines. He touches upon the postal savings-banks legislation, which, he says, "creates an epoch." He also enumerates other redeemed pledges, such as the Campaign Publicity Law, the measures to reduce national expenditures, and the provisions to promote conservation and to improve rivers and harbors. The President also promises a variety of future legislation including better provision "for securing the health of the nation."

The tariff, however, receives more attention in the letter than any other one matter. He shows that "a reduction was made in 654 numbers, an increase in some 220, while 1,150 remained unchanged." He quotes in full the memorandum he attached to the Payne Tariff Bill when he signed it, admitting that it was "not a perfect tariff bill," but, on the other hand, it was "not a free-trade bill," because "it was not intended to be." The charge that the present tariff is responsible for the increase in the prices of necessities, is, he holds, "demonstrably false." He speaks of the Tariff Commission and adds:

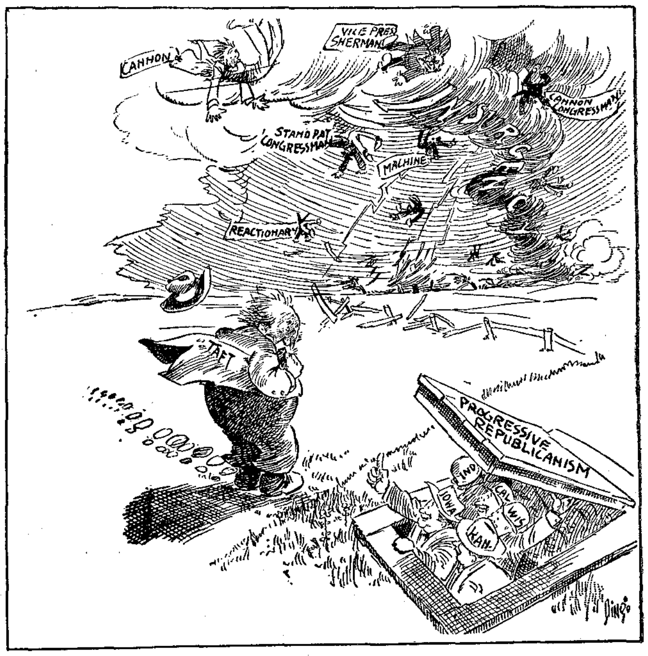
> "When the Commission completes its work, either on the entire tariff or on any of the schedules in respect to which issue has arisen, and the work of the Commission shows that the present tariff is wrong and should be changed, I expect to bring the matter to the attention of the Congress with a view to its amendment of the tariff in that particular. Of course, this will be impracticable unless Congress itself shall adopt the parliamentary rule, as I hope it will, that a bill to amend one schedule of the tariff may not be subject to a motion to amend by adding changes in other schedules.
>
> "It will thus be possible to take up a single schedule with respect to which it is probable that a great majority of each House will be unprejudiced, to admit the evidence and to reach a fair conclusion, and this method will tend to avoid disturbing business conditions. For these reasons it seems to me that all Republicans—conservative, progressive, and radical—may well abide the situation with respect to the tariff until evidence now being accumulated shall justify changes in the rates."

The editorial comment throughout the country singles out the tariff as the leading topic in President Taft's letter. The New York *Journal of Commerce* (Com.) speaks of the "shallowness" of the claims "that a larger number of duties were reduced than were increased and that the latter affected only luxuries." The Pittsburg *Post* (Dem.) takes up the point made in the letter of downward revision on necessities, and asks:

> "What necessities? Was it downward on woolens? Most every one would like to wear woolens this winter, but there will be many a child shivering without them because of this alleged 'downward revision.'
>
> "And raw materials. What about them? Let us think. Oh, yes, crude oil was put on the free list, while the refined duties were maintained or raised, so that the Standard might further squeeze the independent operator by cheap Mexican oil. That peculiarly and beautifully conceived oil schedule has reduced the price of Pennsylvania crude from $1.78 to $1.30 per barrel, while refined oils kept their level, and has driven the small producer practically out of business in Pennsylvania."

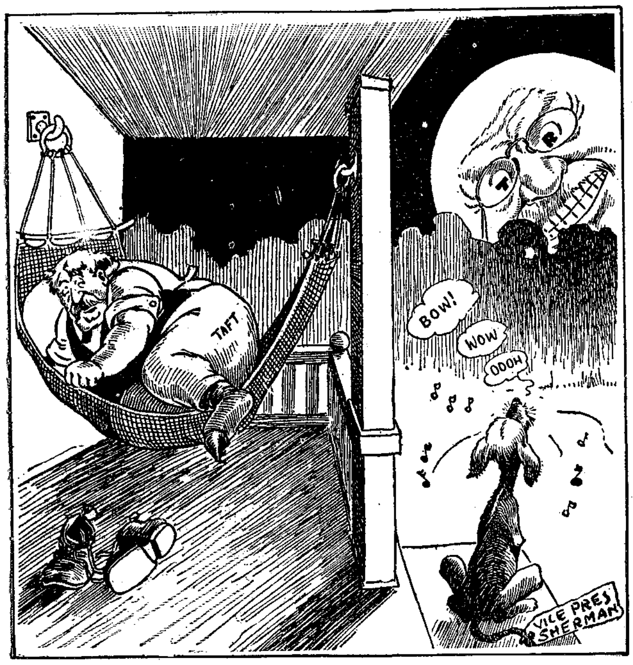
The Providence *Journal* (Ind. Rep.) believes the writer of the letter is conscious "that no words of his can make the tariff popular," and the New York *World* (Dem.) remarks:

> "We now have Mr. Taft's promise that plutocracy and privilege will be taken out of the tariff a little at a time, but there is no such promise from the real masters of the party. What reason is there to believe that Mr. Taft's pledge now will be any more binding than Mr. Taft's pledge two years ago? Is he his own master?"



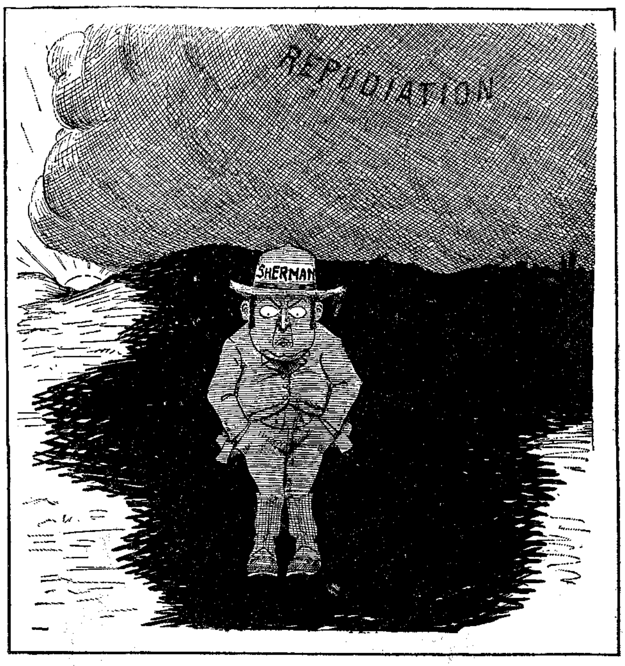
QUESTION—HAS THE PRESIDENT NOTICED A DRAFT?
—Darling in the Des Moines *Register and Leader*.

And the Louisville *Courier-Journal* (Dem.) predicts that "the next House will be a Democratic, not a Republican, House," and asks, "then what will Attorney Taft do, and where



A DISTURBER OF THE PEACE.

SLEEPY PARTY—"Tie a can to that dog. I want another snooze."
—Grue in the Mobile *Register*.



"SUNNY JIM!'
—Harding in the Brooklyn *Eagle*.

DEMOCRATIC VIEWS OF "SUNNY JIM"

will the Devil of High Tariff be ?" The Brooklyn *Eagle* (Ind. Dem.), on the other hand, expresses pleasure over the President's letter in these words:

> "Thanks for this relief. Thanks for a return to the habit of appealing to intelligence rather than to the emotions—to the passionate or the prejudiced. The inventory is long, but it could not well be shorter. There is no perversion of the record, which speaks for itself, and no gainsaying the fact that matters will be complicated for the Administration, should the Republicans lose the House of Representatives.
>
> "That is for the country to determine. It is to decide for itself whether it will call the Administration to a halt to the extent of converting a Washington minority into a majority. But before doing this it should familiarize itself with the facts both sides have to present, that it may strike the balance fairly. The letter will help it to make up its mind."

And *The Standard Union* (Rep.), of the same city, thinks that "all we can be sure of is that a Democratic House in the last two years of Mr. Taft's term would prevent the carrying out of the remaining unfulfilled pledges of the last Republican national platform and would be itself unable to carry out any policy." Mr. Taft's desire and effort, says the Hartford *Courant* (Rep.), "is to make the party larger, not smaller—to assure success, not defeat." The New York *Press*, a Republican paper of insurgent tendency, calls the President's letter "a careful, moderate, and fair statement of facts," and the New York *Sun* (Ind. Dem.) observes that "much has been done, just as under his predecessor much was talked," and asks whether Republicans "prefer declamation to enactment."

The plan of gradual revision, maintains the Philadelphia *Inquirer* (Rep.), one schedule at a time, "ought to bring every insurgent and 'progressive' into line," and the Chicago *Record-Herald* (Ind.) believes that piecemeal revision "would be so manifestly preferable to general ripping and tearing in the dark, that the Senate could not block it if it would." The Washington *Post* (Ind.) is much of the same opinion, and the San Francisco *Chronicle* (Ind.) believes that "the principal muck-raking and assaults upon personal character come from papers and magazines published in New York, which, as an importing and steamship carrying center, is a hotbed of free trade."

The President, adds *The Chronicle*, "is doing the best that lies in a wise, firm, and patriotic man and leader to bring Republicans together on a basis of truth and conciliation." The New York *American* (Ind.) calls the President's letter "an impressive contrast to the wild, whirling words from Cheyenne and elsewhere," and the New York *Tribune* (Rep.) concludes:

> "Republicans have not differed as to the principle to be followed in tariff legislation, but only as to the accuracy with which the principle has been applied in fixing duties. President Taft fully meets the objections made to particular rates and schedules by saying that whenever the information collected by the Tariff Board shows that a miscalculation has been made he will recommend its correction by Congress. That is all that any fair-minded critic of the Payne Law could ask if he is willing to subscribe to the doctrine of protection equal to the differential in cost here and abroad. The Tariff Law can easily be amended piecemeal if definite standards of protection are recognized and adequate data of cost are supplied."

A DECISION AGAINST LABOR

THE FAR-REACHING decision handed down by Justice Goff, of the Supreme Court of New York State, First District, in the case of the striking cloakmakers, seems to be arousing profound interest throughout the country. Some welcome it, many deplore it, and the labor press are up in arms against it. Justice Goff issues a permanent injunction restraining "peaceful" picketing. The strike of the cloakmakers has been in progress for some time and the suit was brought by Max Schwartz, treasurer of the Cloak, Suit, and Skirt Manufacturers' Protective Association, against the International Ladies' Garment Workers' Union and others. The Boston *Advertiser* states the strikers' point of view as follows:

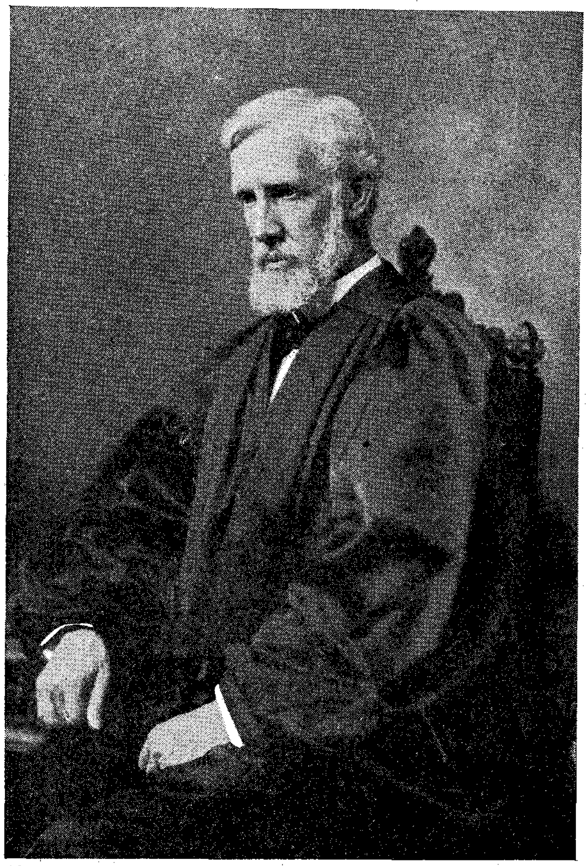
> "The proposition of the strikers was that the manufacturers should agree, in employing help in their various mechanical departments, that as between union men and non-union men, of equal ability to do the job, the manufacturers would employ union men as long as union men are obtainable, and the strikers themselves suggested that the employers might reserve the right to discharge for incompetency or misbehavior. The strikers asked merely that the employers take some binding pledge 'not to discharge any one for his or her affiliations with the union.'"

Judge Goff called the strike and the picketing a "common-law, civil conspiracy," and part of his opinion reads:

> "What the employers may not do, the workmen may not do. If a combination of one to refuse employment, except on

condition of joining a union, be against public policy, a combination of the others to cause refusal of employment, except on condition of joining a union, is alike against public policy."

There is, says the Kansas City *Journal*, "not only sound common sense, but evidently good law, in the decision of Justice Goff." The open door, adds *The Journal*, "and the open shop and the open heart and the open hand—these are the only enlightened and progressive principles underlying the relations of the individual to his fellow men." The New York *Journal of Commerce* is strongly in favor of the decision, and points out that "it is strictly in the line of a long antecedent course of judicial decisions." But the New York *Evening Post*, which has seldom espoused the cause of labor in any strike, criticizes the Justice as follows:



Photograph by Pach Bros., New York.

HE REGARDS THE CLOSED SHOP AS A CONSPIRACY.

Justice John W. Goff, of the Supreme Court of New York, whose injunction restraining peaceful picketing is regarded by many papers as startlingly sweeping.

> "Justice Goff's injunction against the striking cloakmakers is startlingly sweeping in its terms. In effect, it prohibits concerted action of any kind by the strikers, other than that of assembling in public. It prohibits picketing, even when peacefully carried on, a right thoroughly recognized in the English courts, and, the general impression runs, in our own courts as well. During the recent strike of the women shirt-waist strikers, this principle was tested with apparent thoroughness. Justice Goff's decision embodies rather strange law, and certainly very poor policy. One need not be a sympathizer with trade-union policy as it reveals itself to-day in order to see that the latest injunction, if generally upheld, would seriously cripple such defensive powers as legitimately belong to organized labor."

If this decision is permitted to stand, observes the Boston *Transcript*, "it takes from labor-unions in New York their strongest leverage . . . and to a very considerable extent disarms them."

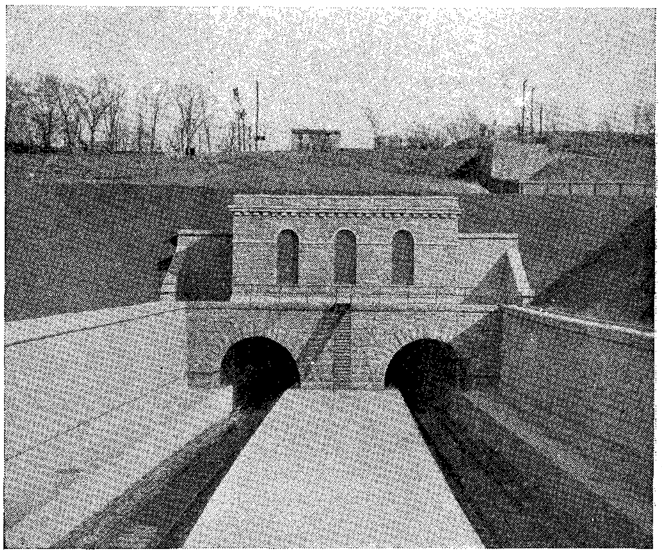
It is interesting to note in this connection that *The Daily People*, a New York Socialist labor paper, reports in its news columns, under date of August 29, a similar decision, or, rather, an order issued by United States Circuit Judge Houghton, in Indiana, "inhibiting strikers from maintaining a picket-line or headquarters in which to congregate." *The Call*, a Socialist paper, cries out against the significance of Judge Goff's decision. To quote:

> "The cloakmakers' strike has now acquired a deeper and broader significance. The decision of the strikers themselves, independently of their leaders, to insist upon the unionizing of the shops as the primary condition to any settlement, has put upon this strike the stamp of a fight for the very principle of unionism. It has lifted it from the plane of mere advantage and expediency to the plane of principle. The outcome of this strike now touches not only the cloakmakers, but all union men in all industries. And the blow delivered by Justice Goff against the right to strike—the most fundamental right of the wage-workers—should serve to arouse the working class of the entire country to the vast issues involved."

The strike was settled on Friday of last week by an agreement giving union workers the preference, but not insisting on the "closed shop." Union wages and conditions are to prevail.

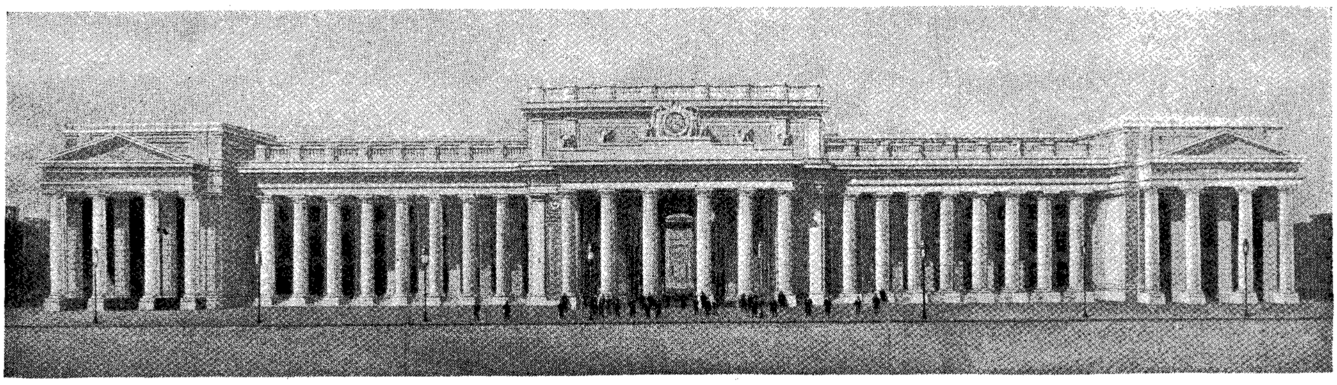
NEW YORK'S NEW GATEWAY

NO LESS an authority than August Belmont declares that "a distinct epoch in the railroad history of New York" dawns with the completion of the Pennsylvania Railroad's new tunnels under the Hudson and East rivers and the opening of the great station in the heart of the city. The New York papers congratulate the rest of the country on their improved facilities for reaching the metropolis, and the rest of the country congratulate the New Yorkers on their improved facilities for getting away. Only the tubes under the East River are opened at present, the opening of the ones under the Hudson being set for about January 1. The eastward tunnels are to handle 600 trains a day and the westward tunnels 400. The Brooklyn *Eagle* is jubilant over the fact that it is now only twenty minutes from "the noise and grime of busy Manhattan" to the green fields of Long Island, and it predicts that populous suburbs will soon replace the cornstalks and scarecrows. The truth of the maxim that "time is money" has a new emphasis in the report, unofficial but approximate, that the tunnels and station, which will land the passenger in the city in three minutes, have cost no less than $150,000,000. It is "a greater expenditure than was ever before incurred by a private corporation for a single undertaking," we read in a descriptive booklet issued by the railroad, and the new station "covers more territory than any other building ever constructed at one time in the history of the world":



THE PLUNGE UNDER THE HUDSON.

New Jersey portals of the tunnels under the Hudson River, where 400 trains a day will come and go.



SEVENTH AVENUE FAÇADE OF THE PENNSYLVANIA STATION.

It "covers more territory than any other building ever constructed at one time in the history of the world."

"The Vatican, the Tuileries, the St. Petersburg Winter Palace, are larger buildings, but they have occupied centuries in their construction. The Pennsylvania Station is unique, covering as it does eight acres of ground, with exterior walls extending approximately one-half of a mile, all told, and having been erected in less than six years' time."

The main waiting-room, 150 feet tall, 108 feet wide, and 314 feet long, is declared to be the largest in the world, and is patterned after "the great halls and basilicas of Rome, such as the baths of Caracalla, Titus, and Diocletian, and the basilica of Constantine, which are, perhaps, the greatest examples in history of large roofed-in areas treated in a monumental manner." The interiors of the waiting-room and arcade are built of Roman travertin stone, from the quarries in the Roman Campagna, near Tivoli, Italy; this being its first importation into this country.

The entire area of the station and yard is 28 acres, containing 16 miles of track. All the track is below sea-level, from 97 feet below in the tunnels to 9 feet below in the station. The tunnels and their construction are described as follows:

"The tunnels or tubes themselves consist of a series of iron rings, and the installation of every ring meant an advance of 2½ feet. Eleven segments and a key-piece at the top complete the circumference, and an entire ring weighs about 15 tons. The cast-iron plates, or sections of the ring, have flanges at right angles to the surface, and it is through these that the successive rings are held together with bolts. The record progress in one day of eight hours was five of these rings, or 12½ feet. Hydraulic rams, placed against the flanges every few inches around the tube, were used to push forward the huge shields with which the tunnels were bored. This type of shield weighed 194 tons. It had nine doors in it, and through these came the rock, or sand, or silt, or whatever material the tube penetrated.

"To insure that the east- and west-bound shields would meet exactly, the engineers calculated the difficulties closely, and a really remarkable system of reports was in effect from the first day work was started. Every morning they knew the progress made in the tunnels the day before, to the very inch, and the amount of rock and soil excavated, to the cubic foot. The Pennsylvania Railroad officers and the engineers hold this perfect system and the thoroughness of each day's work chiefly responsible for the promptness of the meeting of the tubes.

"Engineers say, too, that no project was ever carried out where emphasis was placed entirely upon the results—strength, safety, permanency—rather than upon the money it cost to attain them.

"The shields in the north tube under Hudson River met on September 17, 1906. Each had traveled some 3,000 feet through a river-bed, yet the meeting was perfect. About a month later the shields in the south tube met in the same way. The shields in the south tube were united by a tunnel section, consisting of eight rings, that had been on exhibition at the St. Louis World's Fair. The shields in the four East River tunnels met as perfectly as those in the Hudson River tubes, and all were completed at about the same time.

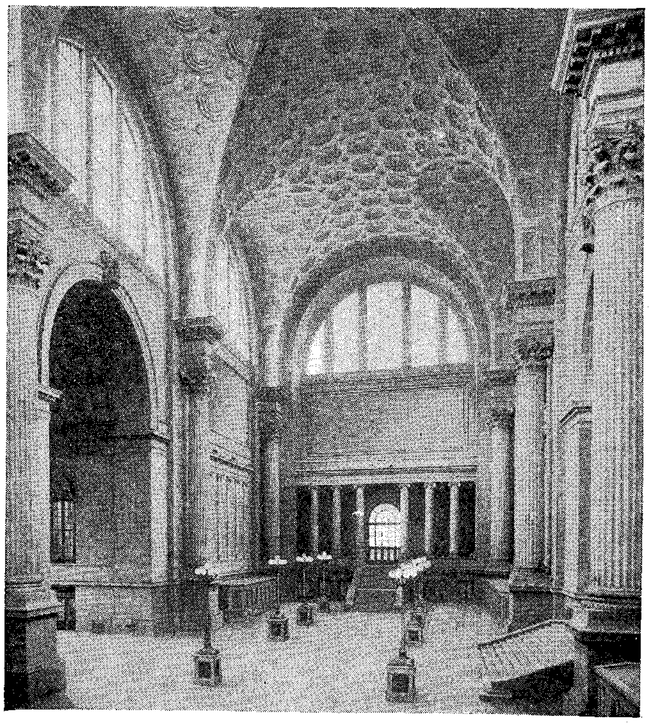
"When the tubes were through from end to end, the work of putting in the 22-inch concrete lining was started immediately. On each side of the tunnel there is a so-called bench three feet wide, which serves as a walk, and under which are carried conduits for telegraph, telephone, signal, and power wires.

"In the construction of the tunnels, nothing was left undone by the Railroad Company to protect the lives and health of the workmen.

"No engineering problem connected with the entire New York Tunnel Extension received more attention than did the many precautions to protect the hundreds of men who, day and night, week-days, Sundays, and holidays, bored the under-river tunnels. Down under many fathoms of mud, gravel, and rock the iron tubes which land passengers from the East and West into the heart of New York City were pushed steadily forward with no more waste of time than it took to change the 'shifts.'"

4,766,883 NEW YORKERS

PRIDE of population is now showing itself in the public prints in the envy or jubilation displayed in our cities as the bulletins from the Census Bureau tell which are lagging and which gaining. The statement that 4,766,883 souls call New York City home seems to turn the eyes of all the New York editors instinctively toward London, and set them figuring on the date when New York will lead the world in numbers. *The Times* puts 1936 as the year when New York will have 11,200,000 people and will pass London, at the rate both are growing. At present, however, London is larger than



THE MAIN WAITING-ROOM.

Modeled after masterpieces of Roman architecture, and built of stone from the Campagna.

the two next competitors, New York and Paris, combined; while New York, in turn, is larger than the total of Paris and Tokyo. New York "has just begun to grow!" exclaims *The Tribune* and every loyal New York paper figures out a stupendous population for the middle of the century. *The Herald* gives these figures of present population:

London	7,537,196
New York	4,766,883
Paris	2,714,068
Tokyo	2,085,160
Berlin	2,040,148
Chicago	1,698,575
St. Petersburg	1,678,000
Vienna	1,674,957
Canton	1,600,000
Pekin (estimated)	1,600,000
Moscow	1,359,254
Philadelphia	1,293,697
Constantinople (estimated)	1,125,000
Osaka	1,117,151
Calcutta and suburbs	1,026,987

The growth of population in the area now covered by Greater New York is shown thus in *The Tribune*:

1910	4,766,883
1900	3,437,202
1890	2,507,414
1880	1,911,698
1870	1,478,103
1860	1,174,779
1850	696,115
1840	391,114
1830	242,278
1820	152,056
1810	119,734
1800	79,216
1790	49,401

The following interesting figures are given by the Washington correspondent of *The Times*:

"New York now has a population greater than many of the countries of the world. For instance, Australia in 1908 had within its borders 4,275,306 persons, exclusive of the aborigines, while Ireland last year had a population of 4,374,158. Bulgaria in 1908 showed a census return of 4,158,409, and Denmark and Greece, respectively, had 2,659,000 and 2,632,000 subjects of their kings. Norway in the same year was populated by 2,350,786 persons, and Switzerland by 3,559,000. . . . . . .

"The city, Mr. Durand pointed out, has almost doubled its population in the last twenty years. He estimates that at the present rate of increase the 5,000,000 limit should be reached in two years easily. On the same basis he allows twenty-eight years for the doubling of that population, and he fixes on 1940 as the year that will see New York with a population of 10,000,000.

"It is a fact not generally known that New York by its present showing is almost as large as London proper, that is, London as an administrative unit. This unit is, properly speaking, the County of London, and has a population, said Mr. Durand, speaking without memoranda, of about 5,000,000. The London commonly spoken of is that of the police supervision, and there the population is over 7,400,000. Mr. Durand made no estimate as to when New York would overtake the English metropolis, but a comparison of the last census of London and the last census of New York indicates that London will lead for many years to come."

The bulletins given out thus far do not warrant many generalizations about the growth of various parts of the country, but it is evident to the Denver *Republican* that the trans-Missouri region is not continuing the phenomenal growth it showed during the last few decades, and it is evident to the Augusta (Ga.) *Chronicle* that "the South is beginning to come into its own." The South shows few immigrants from abroad, but a large immigration from other parts of the Union, which causes the New Orleans *Picayune* to remark:

"Every now and then somebody rises up in the Southern States to deplore the fact that these foreign hordes are not overflowing into our section, but since they will not grow cotton, sugar-cane, corn, and rice, but are only willing to peddle fruits in our towns and cities, we are enjoying a blessing which we do not properly appreciate.

"Our best sources of population reenforcements from the outside are the Northern States of our own country. Many are coming, and as the Southern Europeans and Western Asiatics crowd into the Northern States more of the white Americans from that region will join us and make the best population we can possibly get from any country."

TOPICS IN BRIEF

THE Colonel's motto is still an I for an I and a tooth for a tooth.—*Providence Journal.*

NEW YORK man walking the baby at 2 A.M. stepped on a burglar. Troubles never come singly.—*Philadelphia Telegraph.*

IT would be a graceful thing if Nicaragua would tender her good offices in the United States political insurrection.—*Washington Post.*

"I LIKE the earth too well to fly," says John D. Rockefeller. There's nothing like being satisfied with what you have.—*Cleveland Leader.*

MAYBE Japan was only getting ready for the census man when it annexed Korea's 12,000,000 people.—*Los Angeles Express.*

MR. EDISON'S moving pictures "that talk" are, of course, the successors to the old "speaking likenesses."—*Boston Journal.*

A PITTSBURG woman mistook her husband for a burglar and shot him. It is hard to know whom to trust in Pittsburg.—*Washington Star.*

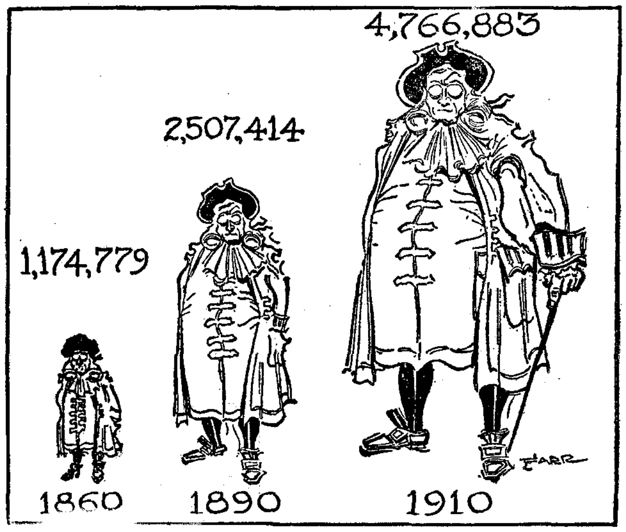
VICE-PRESIDENT SHERMAN'S Missouri boomlet for President will require very careful packing to stand the trip home.—*New York World.*

UPTON SINCLAIR says young authors ought to be endowed. Yes, indeed, a great many of them ought to be endowed with sense enough to try something else.—*Grand Rapids Press.*

BANGOR, ME., reports the ditching of an automobile by a large black bear. Recent bear activities in Wall Street must also have put a good number of motor-cars out of commission.—*New York Evening Post.*

AT the little station of Ordway, Kan., the Colonel said: "The people abroad get their knowledge of America from reading some scandal about us." It is to be hoped they haven't heard the worst about our Supreme Court.—*Philadelphia Public Ledger.*

AND now it is charged that sundry enterprising land grabbers in Oklahoma attempted to "swipe" a million-dollar Indian school. Possibly they feared that the faculty would establish a commercial department and give the Indians a business training.—*New Orleans Times-Democrat.*



From the New York "World."

FATHER KNICKERBOCKER'S GROWTH IN FIFTY YEARS.

PRESIDENT TAFT'S idea about all of his party pulling at the oars will not find general support, because a good part of the party is busy at other kinds of pull.—*Charleston Post.*

THE gentleman who once remarked that he could move the world, if he only had a lever, conservatively refrained from boasting about what he could do with Secretary Ballinger.—*Ohio State Journal (Columbus).*

WHEN evidence concerning $1,000,000 frauds on the Illinois Central is thrown into the Chicago River and fished out by a house-boat preacher to confront the thieves, they must think that the ways of Providence are mysterious.—*New York World.*

A MEMBER of the famous African expedition declares that Colonel Roosevelt did not "slay wantonly" during his jungle trip. Possibly this will comfort the reactionaries, who are worrying about his present gunning expedition.—*New Orleans Times-Democrat.*

FOREIGN COMMENT

AMERICA'S EXAMPLE OF VIOLENCE

AMERICA'S treatment of the negro is being cited in Russia as proof that different races can not exist together in peace and that the stronger race will inevitably put the weaker under its feet. Hence the American race riots and the Russian pogroms are both inevitable, and it is not for Americans to criticize the "Black Hundreds" of the Czar. Many Russians think they have tolerated the other races in the Empire long enough; and a new movement, the Nationalist or Neo-Slavic movement, has been started, we read in the Russian press, with the motto: "Russia for the Russians, and war on all foreign races!" By foreign races are meant Jews, Finns, Germans, Armenians, Letts, Poles, and even Little Russians—all races who have dwelt for centuries in Russia, or who in the course of time have become subjects of the Czar through the annexation of their territory. The bureaucratic Government looks upon this movement with favor, and does its utmost to encourage it. It expects the same sort of support from the Nationalists as it obtained in the past from the Black Hundreds, with whom they are, as a matter of fact, so closely affiliated that it is often difficult to distinguish between them. On a number of occasions the Nationalists have already proved their usefulness to the Government. Whenever the Liberal press criticize a reactionary measure or tendency, the cry of "foreigner" or "traitor" is raised, and nowadays in Russia it requires no little courage to work against the loud-mouthed propaganda of race prejudice, which, the Liberals point out, has often led to disastrous results, such as the wholesale massacres of the Jews.

One of the organs that permits scarcely a day to pass without fulminating most vehemently against the Jews, the Poles, the Germans, and the rest of the "foreigners" is the *Novoye Vremya* (St. Petersburg), the paper with the largest circulation in the Empire. This organ, which professes love only for Russia and what is Russian, takes occasion sometimes to justify its advocacy of hate by examples from civilized and more advanced countries. It seizes hold of the anti-negro riots in the United States following upon the Jeffries-Johnson fight, and cries out triumphantly, "You see!" To quote its own words:

> "Many are inclined to look upon the recent anti-negro riots in the United States as casual and superficial disorders of no great significance. In reality they should be regarded as one of those manifestations of profound racial antagonism inevitable in all countries in which peoples racially far removed from one another live side by side. The North American democracy considers one of its fundamental principles to be the equality of all, irrespective of race, religion, or language. But that equality, proclaimed by word and written down on paper, is in practise taken with many qualifications. All are equal except the blacks, the yellows, and the reds. Almost all the native Indians have been exterminated, and those who survive have been forcibly deprived of their land and all political rights. The Mongolians are absolutely debarred from citizenship in the Republic, which is endeavoring to rid itself of them entirely. In 1882 the Chinese were prohibited from entering the country, and as soon as Japanese immigration began to grow, restrictive measures were passed against the Japanese also. To show their true idea of equality the white population of the West from time to time organize the cruelest riots in the Asiatic quarters."

From this the *Novoye Vremya* draws the moral that racial instincts are stronger than respect for the law, or even than instincts of humanity. But, it continues, the Chinese, Japanese, and Indian problems are insignificant compared to the negro question, because of the large number of negroes in the country, and their rapid increase. It then proceeds to give the Russians a detailed account of the history of the American negro and his achievements and argues that a people who lynch the blacks here have no call to criticize Russia. We read:

> "You can not call the American mobs who participate in the riots 'Black Hundreds,' as in our country. Almost all of them have had at least an elementary education. Nevertheless not even a liberal form of government can do away with race riots. Just as you can not bid the sun stand still, so you can not suppress the racial instinct. But what a loud outcry from the liberal American politicians when the same elemental outburst occurs outside the boundaries of the United States!"—*Translations made for* THE LITERARY DIGEST.

THE GERMAN AUTOCRAT

"THE RIGHT divine of kings to govern wrong," or right, as they may consider it, has been once more asserted by William II. in a speech uttered at Königsberg, the city where Prussian monarchs are crowned. It was as if a bomb had exploded in Berlin journalistic circles when this utterance of the Kaiser was published. The passage which excites most interest and comment runs as follows:

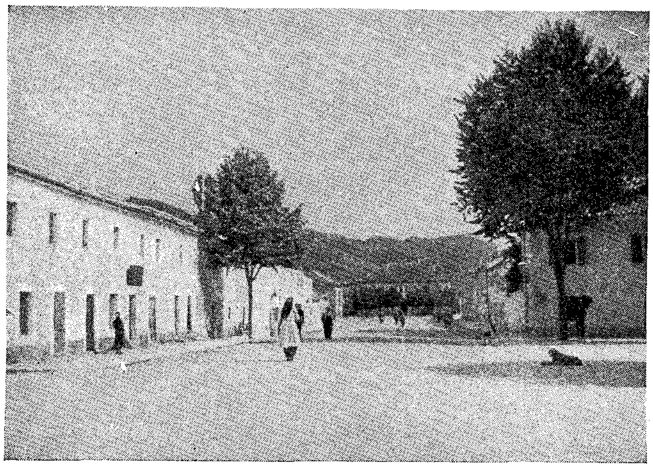
> "My grandfather by his own right placed the Prussian crown upon his head and again proclaimed it to be bestowed upon him by God's grace alone and not by parliaments, assemblages of the people, or resolutions of the people, and that he saw in himself the chosen instrument of heaven, and as such he regarded his duty as regent and ruler. . . . Considering myself as the instrument of the Master, regardless of passing views and opinions, I go my way, which is solely devoted to the prosperity and peaceful development of our Fatherland."

The Socialist organ *Vorwaerts* (Berlin) at once summons a mass-meeting of the party it represents and demands that the Reichstag instantly assemble to deal with the Kaiser's claim to unlimited autocracy, and to order him to return to constitutional limits. "Germans are determined that their new kingdom shall be a constitutional state," declares the Liberal *Berliner Tageblatt*, which continues:

> "Public opinion at the present moment expresses itself so distinctly that it should force itself to the very steps of the throne. Contempt for the people's will might lead to consequences which in the interest of the permanence of our progress will have to be bitterly bewailed."

The general Socialist and Liberal press, however, look upon the speech as a sort of boomerang which will recoil on the speaker's head. "This means fifty additional seats in the Reichstag for us Socialists," they say, and wonder if Chancellor von Bethmann-Hollweg prompted or expected such an outburst. To all inquiries, we are told, the Chancellor declares he has nothing to communicate. Even the monarchist papers have been startled, and the *Taegliche Rundschau* (Berlin), which is found in every military mess reading-room of the Empire, is seriously alarmed. It was the late Baron von Holstein, then counsel to the Foreign office at Berlin who was reported in the press to have remarked of the Kaiser's speeches on the Morocco question: "The Kaiser is never more delighted than when he has made a speech which threatens to produce political complications." The *Rundschau* evidently thinks the speech at Königsberg bears this character, and we read:

> "This speech means a storm. . . . Never before has Emperor William set into such clear relief his romantic, medieval idea of his non-responsibility to man's judgment, of his not being bound by the constitutional cooperation of the people, and of ruling by God's free grace against all those convictions and feelings which to-day determine our existence as a state. . . . Why should the Emperor choose this moment to emphasize his ruling by God's grace and his own right when it will nourish an

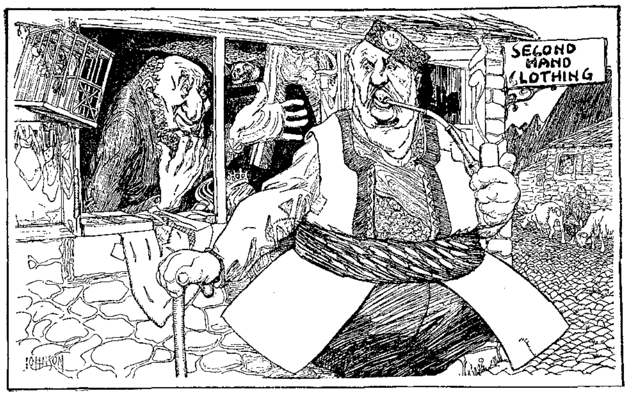


THE MAIN STREET OF CETTINJE.
The capital city contains about 4,000 souls.

anti-monarchical agitation and good monarchists be thrown into a condition of tragic disruption?"

"A regrettable lack of understanding, on the Kaiser's part, of the sentiments of the people is shown by this speech," observes the Liberal *Frankfurter Zeitung.* "No constitutional ruler of the day would have dared to utter a political creed of such thoroughgoing and unvarnished absolutism," chimes in the National Liberal *Leipziger Zeitung.* But the *Post* (Berlin) and the *Deutsche Tageszeitung* (Berlin), the organ of the landed nobility, are among the Conservative papers that put forth half-hearted defenses of the Kaiser's utterance. Foreign papers, English and French, do not take the matter very seriously.

There are two strenuous men of powerful individuality, declares the London *Times* philosophically—one is the German Kaiser, the other the ex-President of the United States:



THE NEW KING.
"God bless you, little father Nicholas! Can't I fit you out with a second-hand crown royal and a mantle of ermine? I'd do it cheap."
—*Ulk* (Berlin).

> "History is not likely to regard it as an accident that the two figures whose eloquence reached farthest in the Western world of their day should have insisted in language so similar in its directness and force on the simple human obligations which men and women were seeking to escape.
>
> "Emperor William and Colonel Roosevelt do not preach from the same text, but the moral of their preaching is the same."

The speech is regarded in Paris as "a simple outburst of boyish enthusiasm," says the *Figaro* (Paris), in which we read further:

> "The speech of William II. makes no new revelations. Frenchmen are well aware that the Kaiser of Germany is opposed to disarmament, as the popular party are not, that he places his hopes in the strength of his army, as the sole instrument for maintaining peace, and that he considers himself the chosen vessel of heaven. His discourse can give no offense, for it is merely a statement of the well-known traditions of the Hohenzollerns. This glowing and dramatic outpour of words should cause no more uneasiness in France, or indeed in Europe, than a speech from Lohengrin, a maxim of Frederick the Great, or a witticism of Henry IV."

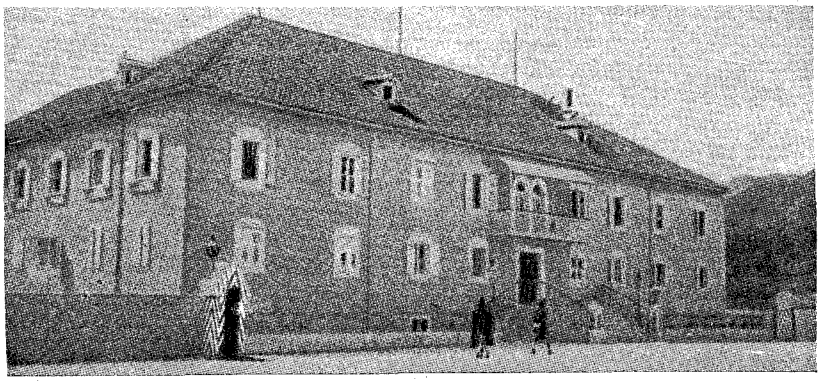
But the words of the Kaiser were misunderstood by the Liberal press, so his imperial majesty explains at a subsequent banquet at Dantzig. He used his words in a religious sense, just as the strong language of Mr. Pickwick and another member of the famous club, in a violent altercation, resulted only in an affectionate reconciliation as being uttered in a "Pickwickian sense." The Kaiser remarked at Dantzig:

> "When I represented myself, like my sainted grandfather, as being under the protection of the Highest and as working under the highest commission of our Lord and God, I assumed that every honest Christian, whoever he might be, did the same. Whoever works in this spirit knows well that the cross imposes obligations. We should hold together in brotherly love, and we should leave to each race its peculiarities. The races and trade organizations should join hands for common work and for meeting the state's necessities."

A NEW EUROPEAN KINGDOM

THE BALKAN STATES have long been a volcanic region of political disturbance. The little principality of Montenegro has played no mean part in the struggle with the Turk, and with the efforts of German and Austrian intrigue. Now at last Prince Nicholas is to be received into the sacred circle of European kings. He has already granted his people a constitution and a parliament, and now a further guaranty is to be given for peace in the Balkan Peninsula by his recognition in the chancelleries as a constitutional monarch. His subjects number barely a quarter of a million; the area of his mountain kingdom, rising at some points to a height of 8,000 feet, is only 3,600 square miles—but, like Homer's hero, Montenegro, "small in stature, is yet a fighter," and, as Tennyson says in his fine sonnet of its people, never "have breathed a race of mightier mountaineers." Commenting on the jubilee and the coronation of the Prince *The Evening Standard and St. James's Gazette* (London) remarks:

> "Sympathy will go out strongly to the warlike little state of Montenegro as it celebrates the jubilee of Prince Nicholas's reign. There is a touch of the romantic, the Spartan, the Homeric about this kingdom of the limestone crags, which has drawn out our hearts' affection in full measure. These magnificent warriors, with their handsome faces and picturesque attire, bristling with pistols and cartridges, struck the imagination of a race brought up on Fenimore Cooper, and Mr. Caton Woodville filled the cup of our enthusiasm to the full with his graphic portrayal of these sons of Anak and Mars. Their struggle against the Turk, the epitome in those days of all that was hateful, completed the conquest of our hearts. Recently when the mountaineers were within an ace of springing at the throat of Austria over the annexation of Herzegovina,



THE PLAIN PALACE OF KING NICHOLAS,
At Cettinje, the capital of Montenegro, 2,000 feet above the level of the Mediterranean.

the cradle of Prince Nicholas's race, our feelings were raised to a high pitch of sympathy as well as of anxiety for the future of the little nation that dared to beard such a Goliath, and considerable relief was experienced when the Prince kept a tight rein on his fiery subjects, and at great personal risk to his throne persuaded them to follow the path of resignation and wisdom."

The following account of the parliamentary experience of the Montenegrins has a slight touch of the coloring that belongs to the cowboy life of our own West:

NICHOLAS OF MONTENEGRO,

Poet and pacificator of the Balkans. He is crowned as king with the approbation of all Europe.

"Partly persuaded, it is said, by his eldest son, partly in imitation of the Czar's example, partly to please the Servian Radicals, he granted on the festival of St. Luke nearly five years ago a Constitution which scarcely any of his subjects wanted. To Englishmen it came almost as a blow, the sight of this little Homeric kingdom playing at politics, but our frowns melted into smiles as we watched the progress of the infant Constitution. The members of Parliament did not totally divest themselves of their traditions all at once: they brought their revolvers with them, but consented to hang them up from pegs in the lobby. When a Radical element forced its way to the front of affairs the Prince, who all along had relied on his popularity to guide and check the new portent, found means to stem the tide. The Radicals were easily represented as foes of the beloved Prince, and disappeared in a general election. Then came a very serious crisis. The coffeehouse-keeper, who was a Radical, refused to supply the new Cabinet with coffee. His shop was shut. He appealed, and the matter threatened to upset the whole kingdom, but royal tact came to the rescue. . . . The King of Zeta, as he is to be proclaimed in the course of the jubilee celebrations, has shown a strength and a self-restraint comparable with that of his neighbor—no longer a foe, but a kindly friend—the Emperor of Austria."

The political influence of Montenegro and its power as a sentinel kingdom to the Balkans is thus dwelt on by the London *Morning Post:*

"The principality, so soon to be raised to the rank of a kingdom, is the point where the forces of Balkan politics meet—for Prince Nicholas, even without the regal dignity, has always been regarded as the moral and intellectual head of the Servian race, and, since 1878, the main obstacle to German penetration into the Balkan Peninsula. . . . Thus geographically isolated, Montenegro possesses peculiar political importance, which should not escape the attention of those who continue to follow with an interest the evolution of the Near East."

In his earlier days Nicholas was a dreamer, for he was a poet and hoped that some day his Servian race might shake off the suzerainty of Turkey, and escape the clutches of Austria, which latter hope was dashed to the ground by the annexation to Austria of Bosnia and Herzegovina, containing a large part of the Servian race.—*Translations made for* THE LITERARY DIGEST.

JAPANESE RIVALRY WITH OUR NAVY

THE JAPANESE admit that they are building their Navy with an eye to matching ours, but explain that it is not at all in a hostile sense. They must have some comparison to go by, so why not take America? They do not really mean to fight anybody, any more than we do, but are merely building on the Rooseveltian idea that the bigger the navy the less the likelihood of war. This is the argument of Rear-Admiral Kimotsuki, the Admiral Mahan of Japan, as he puts it in the July issue of the *Taiyo* (Tokyo). He goes over the various naval standards Japan might adopt, as follows:

MILENA,

Queen of Montenegro. Her daughter is Queen of Italy.

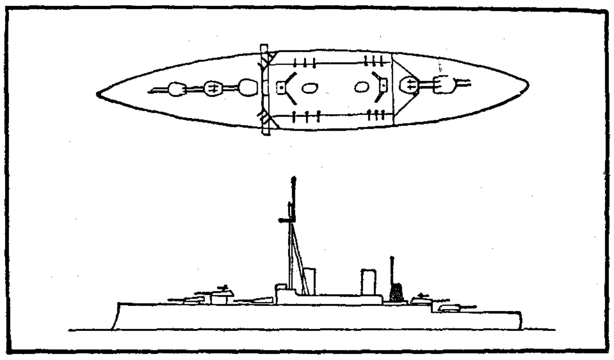
"We wish we were in a position to adopt the so-called 'two-power standard,' but our financial condition precludes such an idea. We must, therefore, content ourselves with a navy that is powerful enough to cope with the navy of one of the Western Powers. If this be our standard, what Western nation ought we to take as our rival? We are convinced that no contingency will occur which would force us to open fire upon the British Navy. A fleet equal to that of Great Britain, therefore, is not what we desire to attain. As for Germany, her Navy is growing more and more formidable, but so long as we are in alliance with England we need not fear the Kaiser's Navy. Under present circumstances Germany can not afford to send a large squadron to the Far East, but presuming, for argument's sake, that she were able to do that, we can still rest assured that our position is invulnerable. For in the whole Orient Germany has but one base of naval operation, and that is Kiauchau. Without ample bases of operation a squadron, however powerful in itself, is of little use. Unless Germany enters into alliance with Russia or China this shortcoming will not be remedied. Much less are other European Powers able to muster a large number of war-ships in Far-Eastern waters.

"It is only America that we must keep our eyes on. She has splendid bases of operation for her Navy in the Philippines, in Hawaii, and in California and Washington. She is the only Power which can compete with us for naval supremacy in the Far East. It must not be presumed that we wish to challenge the American Navy, nor that we attach much importance to the anti-Japanese agitation in California. So far from it, we desire peace with the utmost sincerity, and we believe that time will soon come when the silly alarms, so often sounded by a section of Americans, are entirely forgotten. Yet it is the part of wisdom and precaution to keep our sword untarnished in time of peace, lest we may show ourselves unprepared in case of emergency. Just as Mr. Roosevelt considers a powerful navy a guaranty of peace, so we think it imperative to expand our Navy to preserve peace in the Far East and in the Pacific."

Rear-Admiral Kimotsuki estimates that by 1920 the United States will have at least 26 ships capable of placing themselves in the forefront of a battle. As America's diplomatic relations are such as to require no precaution to maintain a section of her Navy in home waters, all these battle-ships can, he believes, be rushed to the Far East in case of emergency. Within a few years the Panama Canal will be completed, which will greatly facilitate the cruise of the Atlantic squadron to the Far East. Therefore, he concludes, Japan must increase her fleet at the same rate as the American Navy.—*Translation made for* THE LITERARY DIGEST.

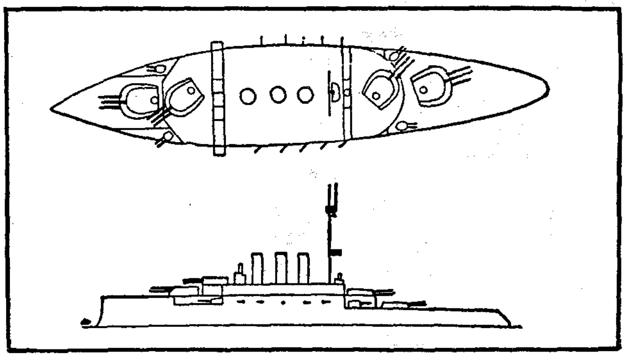
DEATH PENALTY MODIFIED IN CHINA

THE HORRORS of a penal execution in China have been dwelt upon with shuddering disgust by many travelers, and it is a relief to know that Western civilization has so influenced the Government at Peking that the shocking tortures hitherto inflicted upon criminals before they were put to death have been utterly abolished. There is a party in China who wish for the erasure of the death penalty from the Chinese code. Italy furnishes an example from Europe, and France has tried the experiment and acknowledged its failure. It is something more than the mere spirit of imitativeness that leads China to attempt in its penal administration, its law-making, and its methods of finance a copy of American and European examples. The writer in the *Tour du Monde* (Paris), from whom we derive the above information, thus describes the various methods for a long time in vogue in China:



PLAN OF THE LATEST ENGLISH DREADNOUGHT, THE "ORION."

All the turrets are on the center line and the funnels and superstructure generally are aft the amidships.



PLAN OF THE FIRST ITALIAN DREADNOUGHT.

The *Dante Alighieri*, the first vessel to be armed with 3-gun turrets.

BRITISH AND ITALIAN "DREADNOUGHT" PLANS.

> "The penalty of death in the ancient Chinese code had six degrees, namely: (1) Death with torture; (2) decapitation without torture, followed by public exposure of the head; (3) decapitation without exposure of the head; (4) decapitation postponed for several months; (5) hanging; (6) hanging postponed for several months. According to the new code all torture is abolished and the death penalty is limited to: (1) Decapitation at once; (2) decapitation postponed; (3) hanging at once; (4) hanging postponed."

A postponed execution is desired because it affords room for a hope of imperial clemency, and we read:

> "The advantage of a death sentence whose execution is delayed lies in the fact that the soveregn once every year is given a list of all those who have been condemned to death. The names of certain criminals he circles with a crimson line, and these are immediately delivered to the tender mercies of the public executioner. The rest are allowed to live for another year, until the list is again presented and mayth us have their lives prolonged from year to year, so long as the fatal circle of ruby is not set round their names."

Decapitation is looked upon as more shameful than hanging—one of those many instances where Chinese instinct and opinion go clean contrary to Western feeling. But there is a reason, says this writer, which is based upon the most profound religious convictions of the people:

> "Decapitation is regarded as more terrible than hanging because it results in separating the body into two portions. From this fact the decapitated criminal is thought less of by his descendants, who have the task of consigning his remains to the tomb. His memory is never venerated as is the memory of the man who is buried with his body entire and unmutilated. But, more than this, the mutilation of the body is looked upon as an obstacle to the future bliss of the soul."

It is natural enough that the sword executioners made this circumstance a source of profit to themselves, tho probably of added torture to the convict, as is thus related:

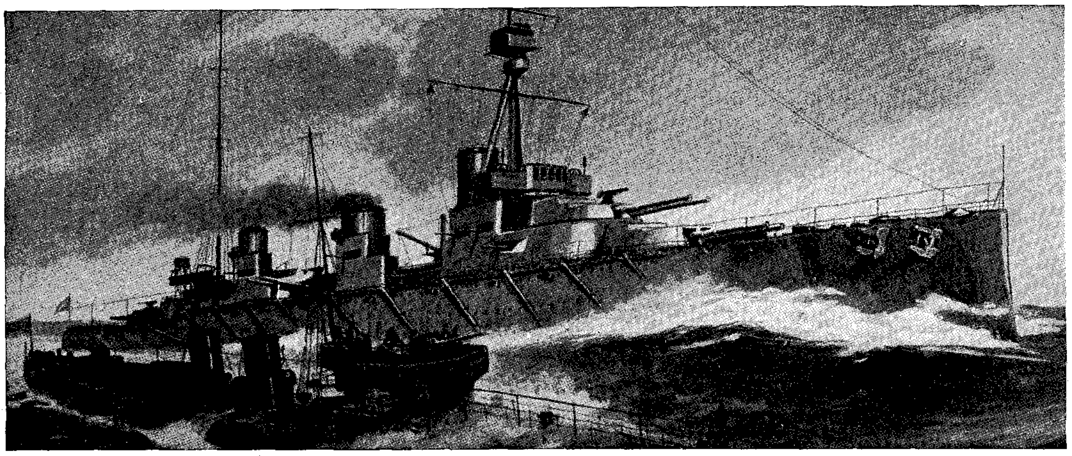
> "We are told that the executioners often made large fortunes, thanks to the bribes of the convicts' kinsmen, who paid handsomely for the skilful swordsman who would take care not to cut off the head entirely. European progress, however, laughs at religious superstition even in this, and the blade of the guillotine makes no distinction and will destroy this ghastly industry."—*Translation made for* THE LITERARY DIGEST.

GROWTH OF THE GERMAN POPULATION

GERMANY expects that the census to be taken in December will show that there are at least 65,000,000 inhabitants in the Kaiser's Empire. Five years ago the population was 60,641,278, and the annual increase is reckoned at something like 900,000. If the German Socialist and eminent political economist is to be believed, and "the increase of national wealth depends in the long run on the increase of the population," and not on invested capital, Germany promises to be rich, and France poor; for, according to the *Soleil* (Paris), the dwindling of her population makes France a "dying country." There are several reasons why Germany, on the contrary, promises to be wealthy, for her birth-rate is increasing and her death-rate declining, says the semi-official *Continental Correspondence* (Berlin):

> "In the first place, the number of births is still increasing from year to year. In the ten years from 1850 to 1860 the average number of births within the boundaries of the present German Empire amounted to 1,340,000. It rose in the following decade to 1,530,000 then to 1,743,000; from 1881 till 1890 to 1,800,000, and in the last ten years of the century to 1,964,000. From 1901 to 1907 the annual number amounted to 2,072,000, and this figure was beaten again in 1908, when 2,077,000 children were born. Thus in the last year 30,000 more children were born than thirty years previously. How long this tendency will keep on in the future, is, however, a serious question. For if we calculate the number of births per thousand of the inhabitants we find a gradual decline. In the period from 1850 to 1890 Germany had between 38 and 39 births per thousand. The number dropt to 37.4 in the last decade of last century, to 34.6 in the five years 1901 to 1906, and even to 33 in 1908. That is a remarkable falling off within such a short period, tho in absolute figures the increase still continues."

The decrease in the number of deaths is another factor in the rising figure of Germany's population. Improved sanita-



THE BRITISH CRUISER "LION."

She combines the speed of a scout with the fighting qualities of a dreadnought. Her length is 700 feet, and displacement 20,000 tons. She will mount eight 13.5-inch guns and steam thirty knots.

tion, the spread of medical information, and the consequent greater care in diet and in protection from the elements have had a great influence in promoting longevity. On this point we read:

> "The number of deaths has gone down not only in percentages of the population, but even in absolute figures despite the larger number of mortalities on the list. From 1881 to 1890 there occurred on an average 1,247,000 deaths per year in Germany; from 1891 to 1900 only 1,234,000 per year. For 1901 to 1906 the figure was 1,213,000, and in 1907 as low as 1,197,000. If we again compare the two years 1878 and 1908, we find that in the latter year 32,000 less people died in Germany than thirty years previously. This difference is all the more striking, because in 1878 Germany had 44,250,000 of inhabitants against 63,000,000 in 1908. With 19,000,000 more, 32,000 deaths less—that is indeed a matter of congratulation. How large this decrease is per thousand of inhabitants may be gleaned from the calculation that from 1871 to 1880 there were 29 cases of death per thousand inhabitants, in the next decade 26.5, then 23.5, between 1901 and 1906 still 20.5, and in 1908 only 19. That means within forty years a reduction by more than one-third."

STYLES IN DREADNOUGHTS

SOME like to arrange the big guns of their dreadnoughts in the form of a cross, others prefer them in a straight line; some like two guns in each turret, others say three; some prefer 12-inch guns, others call 13½ inches the proper caliber—and in the mean time the original *Dreadnought* is so far outclassed by the new ones now building as hardly to be a dreadnought at all. A well-informed writer in the London *Graphic* who makes a survey of the entire dreadnought situation, reminds us that in the first specimen of this type ten big guns were arranged in five turrets set in the shape of a cross, three from stem to stern, and two abeam. The United States first introduced the plan of laying all the turrets in a central line on the deck as in the *Delaware* and *North Dakota*. The advantage of this is that all the guns can be used in a single broadside, port or starboard, while only eight can be so fired on the cross arrangement. The writer continues:

> "The all-on-the-center-line system is far and away the best for broadside fighting; but its out-and-out advocates may still find it difficult to explain why Japan, with a modern war to guide her, is content to give her newest ships, the 20,800-ton *Kawachi* and *Settsu*, a broadside of only eight guns in a total armament of twelve. The cruiser *Lion*, launched only a fortnight ago, is the first of our dreadnoughts to have all her turrets on the middle line, but the *Orion* is the first battle-ship to be so equipped."

The distribution of dreadnoughts among the Powers is thus commented upon:

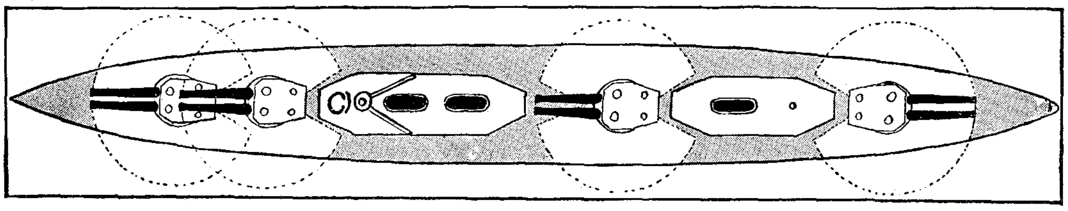
> "There are probably few people who realize that there are as yet only four nations which have launched ships of the dreadnought type—namely, Great Britain, Germany, the United States, and Brazil. A fifth Power will enter the list to-day, when it has been arranged that the little Princess Yolanda shall launch and name Italy's first dreadnought, the *Dante Alighieri*, at Castellamare. This ship . . . is the first dreadnought to be launched in the Mediterranean."

The *Dante Alighieri* is to have a novel feature consisting of triple turrets, that is, turrets each carrying three big guns. The advantages and disadvantages of this arrangement are thus sketched:

> "Triple turrets have been discust for many years, and Russia is building four ships armed with them, tho none has yet been launched. The argument in favor of three-gun turrets is that twelve guns so mounted occupy less weight than the same number distributed in pairs; against them is the fact that if a ship has a turret disabled by a lucky hit she loses a greater proportion of her armament than if the usual twin-turret had been used. There is a novelty, too, in the *Dante Alighieri's* triple turrets. Hitherto it has always been assumed that guns so mounted would be placed in a line on the same level; but that is not to be the case with the Italian ship. The arrangement is quite a novel one. Two guns will be mounted as in an ordinary twin-turret, and the third will be placed above and between these, so that viewed from the front their muzzles will appear to mark the angles of a triangle. There are distinct possibilities in the system should it prove successful. We may yet see a turret with three guns at the base, two between them on a higher level, and one at the apex. Concentration of power would, indeed, be achieved in such a case; but the effect of having such a turret put out of action would be enormous, and probably fatal."

Italy is to have three other dreadnoughts, *Conte di Cavour*, *Leonardo da Vinci*, and *Giulio Cesare*. When these ships have been launched, says our writer—

> "The total number of dreadnoughts in the water will be thirty-five, not including the six 18,028-ton French ships of the *Danton* class and the Japanese *Aki* and *Satsuma*, all of which, tho as powerful as dreadnoughts, are not designed on dreadnought principles. Nearly five years have passed since the first dreadnought was launched, and thirteen nations have definitely embarked on their construction. The trouble lies in the fact that two Powers—Great Britain and Germany—account for all but nine of the total between them, the United States being responsible for another six. The number actually provided for, however, is no less than eighty-eight, of which twenty-two (including the Japanese 19,350-ton *Satsuma*) are completed."



DECK PLAN OF THE "LION."

Showing the sweep of her eight guns from beam to beam.

SCIENCE AND INVENTION

CHILDREN'S LIVES SACRIFICED TO IGNORANCE

IT IS a curious fact that, altho we are willing to spend large sums of money to find the causes of mysterious diseases such as cancer, we do not exert ourselves to save life in ways that are quite obvious. Infant mortality, always large, has not been materially decreased of recent years, and yet we have the necessary knowledge to cut it down to a very small minimum. Why do we not act upon this knowledge? The reason, according to Dr. L. T. Royster, of Norfolk, Va., writing in *The Journal of the American Medical Association* (Chicago, August 20), is simply because a knowledge of the means of preventing infant mortality has not been sufficiently disseminated among the people. He goes on:

DR. L. T. ROYSTER,

Who says that "many doctors are either too ignorant or too lazy to attend properly to the needs of infants," while the mothers in their ignorance would seem to be "just from the African jungle rather than in the heart of American civilization."

> "If this is true, and I am thoroughly convinced that it is true, the question resolves itself into the best means of distributing such information as will aid in this campaign, to all people of all classes and conditions of life, showing them what are the causes of mortality, the results of bad management, and how best to apply the knowledge of the means of prevention to the accomplishment of the desired end."

Starting with the medical profession itself, Dr. Royster asserts that courses on pediatrics are at present far from adequate, the subject being generally treated as an unimportant side branch. As a result "many doctors are either too ignorant or too lazy to attend properly to the needs of infants during the first year of life"; and consequently "they turn these helpless creatures, especially the artificially fed ones, over to a nurse who may or may not know anything about their care." They may even do worse than this, and recommend an ignorant mother to use some patent food or condensed milk without knowing or trying to find out whether the food is suited to the particular case in hand. These doctors seem to the writer to be little short of criminals, as their negligence results in the loss of many infant lives that might easily have been saved. "Such men as these are either unwilling to admit that they do not know how to feed infants or they are afraid of losing a few dollars by referring the case to some one competent to take charge."

How may these ignorant or careless practitioners be reached? Through the parents, says Dr. Royster. When they understand these things, as they will in a remarkably short time, if properly instructed, they will demand more attention to their children on the part of the physician, who will be compelled either to study for himself or to seek aid from those better informed. Of course the key to the whole situation is the instruction of the mother. We read:

> "It is not an uncommon occurrence for a mother to state that she has had seven or eight children and that she has raised only one or two, the rest dying in infancy. . . . Nor is this to be wondered at. Many a woman becomes a wife and subsequently a mother without having had instruction in any of the many difficulties with which she is to be confronted, with the natural consequence that she is soon surrounded by a galaxy of sympathizing and self-opinionated neighbors who are pouring into her open ears a detailed account of miraculous cures effected by this or that remedy, which she receives and uses with an avidity born of desperation and bred of the ignorance of which she is the unfortunate heir. As the natural result of this the stricken mother has the misfortune to see her offspring wilt in her arms, where she invariably keeps it, until at last the physician may be called only in time in most cases to sign the death certificate. The influence of 'grannies' is gradually passing at least among the better classes of society, and yet their superstitions are still apparent in many of the so-called home remedies in common use. The fear of fresh air for the well, to say nothing of the sick infant (especially those sick with eruptive diseases) is still so prevalent as to make us involuntarily ask the question whether the value of fresh air has even begun to be appreciated by most people; while the methods of feeding and handling which are generally practised are so obviously indicative of ignorance that we might well imagine we are dealing with mothers just from the African jungle rather than in the heart of American civilization."

The success of the movement for the prevention of tuberculosis by a campaign of popular education has been so satisfactory that there is no reason why the same methods should not be used to keep our babies from dying by the thousand. As before noted, the mother is the first person to be reached. Much may be done by popular lectures and magazine articles; but after all, Dr. Royster admits, the majority of mothers never see a magazine or hear a lecture, and must be reached through other channels. He suggests that the well-conducted dispensary and milk-depot is an efficient aid, since it is attractive to the classes that we desire to reach, and since instruction and advice given therein can be followed up in the home by a competent visiting nurse. Among other necessary features of the campaign, he mentions the regulation by law of working-hours for the prospective mother and for the mother who is nursing her babe, and the enlistment of the public school in the fight. He says:

> "Hygiene is taught in the school in a general way, hygiene of the home and public hygiene, but the hygiene of early life, that which bears directly on the life and health of the infant, is neglected. The girls of our schools to-day are not only the mothers of a short generation hence, but many are the 'little mothers' of the poor at present. Why should they not be taught the care of the child and the general principles of feeding? The only reason is that its importance has not been sufficiently recognized. Some effort has been made in this direction in the playgrounds under the teaching of the caretakers there employed; but this instruction has not been taken directly into the schools. We all know the powerful influence of whatever is taught in the schools and the rapidity with which the pupil carries the lesson into the home and how reflexly the parent is influenced by the child's knowledge. Why should such an opportunity as is here afforded to spread information regarding the care of the infant be allowed to pass? This is especially important among the foreign element which grasps with such remarkable avidity anything which looks like improvement and suggests the acquirement of American civilization."

The signs of the times, Dr. Royster concludes, already point to better conditions, and one of the most hopeful of them is the attitude of the press, which, he says, is fully alive to the importance of the issue and bids fair to aid most effectively in fighting it out.

NATURE AND NURTURE

THE OLD but vital question of improving the race by deliberately modifying heredity and environment is discust under the above title in a recent pamphlet by Prof. Karl Pearson, of the Galton Laboratory for National Eugenics, of University College, London. Professor Pearson calls this "The Problem of the Future" in a subtitle, and goes far toward justifying this phrase. The pamphlet has already caused much discussion, we are told by an editorial writer in *The Lancet* (London, August 13), who goes on to say:

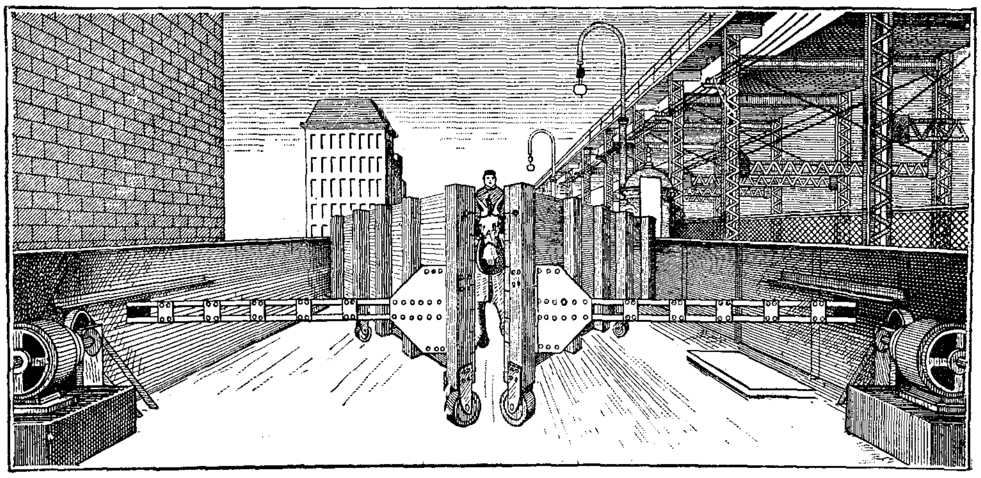
"There is a school which believes and declares that in three generations the descendants of any sort of parents can be made into anything—into persons of the highest culture or the most approved conventionality. These pseudo-thinkers forget . . . that inherited ill-health or disease, which has much to do with individuality, can not be eliminated at will. 'Dissipants,' as the Americans now call them, will give birth to a progeny of vicious tendencies; insanity dies very hard, if it does not increase. Such a serious condition as deaf-mutism may become intensified. Cataract and epilepsy in some forms progress cumulatively. Nothing could be more luridly instructive than the pedigrees published in Professor Pearson's book. One such shows how a single blind man originated, in four generations, 15 blind descendants. In another—we purposely do not quote the extreme cases—we note '20 abnormals in four generations, the product of two degenerates whose right to reproduce their kind should have been challenged by man from the start, as it would have been refused *a priori* by Nature.' It is the business of the biometrican to attempt to establish laws with regard to these matters, or at any rate to supply matter for intelligent anticipation. Nature, of course, is, in the opinion of some, the grand eugenist. The optimistic Longfellow called her a kind old mother, but, in their opinion, she is really a surgeon. And savages are the successful survivors of her age-long series of operations. We may here quote from a communication which has reached us recently on this very topic. The writer says: 'In North Queensland, in the Arctic regions, in Central Africa, the savage tribe witnesses to the truth of the eugenic theories. The savage is a ruthless eugenist. He destroys the weakly as often as not at birth; he eats what the tribe can not support. Cannibals have a keen eye for the weak and the superfluous, as well as for the obese and unwieldy, and cannibals, unhampered by social wreckage, are persons of magnificent physique and often of high intelligence and good tribal morals. Witness the Papuans as described by Dr. C. G. Seligmann in his last book. The teeth of savages excite our envy; they are the direct result of the survival of the fittest. To eat raw or tough meat in quantities and to support life thereon in a severe climate the savage needs the teeth of a wild animal.' . . . We still quote the formula about the greatest good of the greatest number, but many of the more thoughtful among us are inclined to revise this rough-and-ready teaching in the light of modern science, and substitute for 'the greatest number,' 'the best.' The greatest good of the best—that seems to be the aim set before the scientific reformer to-day. It is an aristocratic aim in the finest sense. Yet it does not militate against the democratic increase of the best."

MOVING PICTURES IN TURKEY—Turkey in rejuvenation is turning eagerly to all sorts of modern mechanical devices, among them the cinematograph. George Horton, United States Consul at Salonica, writes as follows in a report printed in *The Daily Consular and Trade Reports* (Washington, August 20):

"There are four moving-picture shows in operation in Salonica, and another is soon to be opened. About 3,500 people attend these shows nightly, paying an average admission fee of 2 piasters (8.8 cents). The films are obtained in Italy and France, and are mostly rented from the concerns that furnish them. The most popular films are those that tell a story in a series of scenes, either sentimental or humorous. Timely pictures of events that have attracted public attention also draw big crowds, as, for example, King Edward's funeral. At one time some American films were in use here, representing hunting-scenes, battle-ships, etc., but these have entirely disappeared. Cinematograph shows are popular in the other big towns of this district and it may be said that the business is booming. There are no regular theaters in any of these towns and moving-picture shows have the amusement field practically to themselves. There is no reason why Americans should not get their share of this business if they would take the trouble to look after it."

A GATE TO STOP RUNAWAYS

A DEVICE to check runaway horses has been devised and put in successful operation on the Williamsburg Bridge, New York, which on account of its wide roadways and lack of trolley-cars seems to have acquired an unusual record in the matter of runaways, far exceeding the number on the Brooklyn Bridge. In four years 185 runaways took place, 53 horses were killed and 47 injured, while at the same time 96 persons were injured. Says *Popular Electricity* (Chicago, August):



A GATE TO STOP RUNAWAYS,

On the Williamsburg Bridge, New York. Invented by a laborer on the bridge.

"On April 14, 1910, a 'runaway gate,' the idea of a laborer on the bridge, was put into operation. The device consists of two leaves built of plank as shown, 40 feet long and 6 feet 9 inches high, mounted on wheels. The officer in charge needs only to close a switch which sets in operation motors which cause racks and pinions to push the two ends of the leaves toward each other, forming a V with the opening facing the direction from which traffic is coming, except that a space . . . through which a man may pass is left at the apex. In the one runaway which occurred since its installation the horse started 150 feet distant, and by the time it had reached the gate the leaves were nearly closed. The horse breaking away from the harness passed through the opening without injury, leaving the wagon in the apex of the V. The leaves swing back parallel with the sides of the bridge when not in service."

LIVING PUMPS IN TREES—The cause of the ascent of sap in trees has always been a puzzling question to botanists, and none of the explanations hitherto offered has been perfectly satisfactory. Recent investigations made by a Dutch botanist, Mr. E. Reinders, support the view that the sap is raised by a pumping action of the living elements of the wood. Says a reviewer in *Nature* (London, August 11):

"Mr. Reinders proceeds from the fact 'that manometers [pressure-meters] placed at different heights up the trunk behave quite independently of one another. Sometimes one shows a lower pressure, sometimes the other.' This irregularity is assumed by Reinders to be due to the pumping action of the living elements in the wood, and he proceeds to test his view by killing the stem either by steam or by an induction shock. He found that 'as soon as the trunk was dead the difference of pressure followed the same rule as would be expected to apply to a glass tube.' In one striking case the stem was not killed, but so seriously injured that five days elapsed before the behavior of the manometers became once more 'as irreguar as in living trees.' It should be added that Mr. Reinders assumes that in dead trunks which can no longer act as pumps, water ascends 'through other causes, *e.g.*, with the help of cohesion.'"

FIRST SIGHT AT FORTY

THE EXPERIENCES of a blind man, whose sight has been restored to him—or rather bestowed upon him—for the first time in adult years, have been described before this. But a particularly interesting description of the kind, and one of much detail, taking up especially the question of color-perception by blind persons, is contributed to *Harper's Magazine* by Dr. Edward A. Ayers. He tells the story of a man whom he names "Farmer John," blinded from birth by cataracts, who was made to see at the age of forty by the surgical removal of these obstacles to vision. He had already acquired marvelous skill with his other senses, could almost rival the homing pigeon in direction sense, follow a trail like a hound, trade horses with skill, and tell colors accurately. Says Dr. Ayers:

"Here was a shrewd adult brain, with all the manifold bits of knowledge that forty years must bring to it, which perhaps had learned to think, to imagine, in measures of sound, touch, taste, and scent only, about to play with a toy as strange to it as is an aeroplane to a baby. All that you and I have subconsciously acquired—found in our possession before we realized it—of perspective, of dimension, of bas-relief, of reflection and illumination, of luminosity and color, of opacity, translucency, and transparency, of yielding and unyielding qualities, of smoothness and roughness, friction, iridescence, and motion he now acquired consciously and in constant comparison with knowledge which his other senses had brought him.

"He was shown a round ball and a square box. What were their shapes? He 'could not tell without getting his hands on them.' Yet his third effort was successful. He 'took a good look' closed his eyes, and, after a few moments, said he thought it (the box) was square and the other object round. He had to fit these strange contour sensations of sight to familiar forms of touch. He had to imagine his fingers moving over these objects—all on curves with the ball; and on flat surfaces, straight lines, angles, and points on the box. The first lesson over, his eyes were put to bed until the next day.

"The second lesson was on size. 'How long is one foot?' He showed this correctly with his hands on his walking-stick; but when a stick twelve inches long and one inch thick was shown him at a distance of a few feet, he said it was four inches long and the size of his little finger. Handed the stick, he quickly corrected his mistake. At another time, as previously mentioned, he underestimated the size of men and animals. But the visional trick of perspective soon ceased to trip him. To state the number of objects held before him was a great puzzle. It took four or five trials to learn to count one, then two, and finally five, but he could not count beyond five.

"Shown the variously colored skeins of worsteds used by eye specialists in testing color vision, Farmer John named the reds, yellows, greens, and blues correctly, tho with some hesitation; and designated intermediate shades as 'light' or 'dark.' To have named colors correctly the first time his eyes beheld them—and Dr. Minor and others with him were in a position to know positively that he did—it would seem that he must have experienced the individualized sensations of colors when blind."

By what mechanism was he able to do this? Dr. Ayers indulges in much speculation, but it can not be said that he clears the matter up. His idea is that light vibrations may, in certain cases, be conveyed to the brain by other nerves than those of the eye. He says:

"Light mechanism differs from that of sound not only in being much less mechanical, more immaterial, but enormously more speedy and unthinkable. . . . To my mind, the most wonderful achievement with animal machinery, aside from abstruse thinking, is the ability to handle the rays of light; and tho our eyes can only sense a small percentage of the myriad rays which speed about us, this only emphasizes the marvelous accomplishment. . . . . . .

"How can our eyes sense anything so without weight or substance and grasp as they do the thousand hues, shades, scintillations, and iridescences that flood the earth? And yet every puppy-dog, every ephemeral insect, can work this magical performance without taking thought. . . . . . .

"All animals are specialists in the use of the five senses, both as to dependence upon one sense more than another and, in some cases, as to substituting, contrary to the rule, one organ for another, as touch for handling sounds and light. In the rabbit's brain exposition something like 10 per cent. of the entire floor space is allotted to the organ of smell, nearly a hundred times that in man's. . . . The snail has eyes at the ends of his flexible horns and can explore a cavern before venturing in. This is sight substitution for hands. The worm has spots of pigment which sense the heat that pertains to light. The catfish in his cloudy waters has taste-buds at the ends of his barbels—water antennæ—and can taste when he can neither see nor hear nor smell. . . . . . .

"These animal variations in the use of their sense organs do not help to explain Farmer John's recognition of colors through his fingers. They only show that knowledge of certain things is not obtained alike by different animals—by use of the same organs of sense. We human beings can all feel music, but only experience it when we can hear it. The sense of touch limits us to its quivers, jars, and rattling of loose furniture. So this hiatus has not been bridged: Can one sense center be set in action through vibrations coming 'over the wires' of another sense? Can color vibrations travel over touch nerves and act upon the sight centers? Apparently not, unless there is something besides light-waves pertaining to colors, and that something appreciable by touch.

"It is the present view of physicists that most effects of matter, as exprest by heat, light, electricity, magnetism, and x-rays, are founded in the conduct of vibratory waves of varying lengths; and that most knowledge gained through our senses comes through the varying impressions produced on the organs by such wave lengths and speed vibrations. . . . . . .

"Red is almost doubly warmer than violet. Is it possible that the heat-difference in colors can be sensed by some human beings? It does not seem possible, yet Langley's bolometer can measure with 'nerves' of metal the equivalent in heat of a candle a mile and a half away.

"When Farmer John named the red and green stripes of the first apple his eyes had seen, he either guessed that an apple that was not all of one color would be red and green—and he named too many other colors at first sight to make this view reasonable—or he had been using his visual centers through touch when blind, so that his sensations of red and green were just what he had experienced in handling them when blind. He was getting the old messages, but over a different wire."

This theory, Dr. Ayers admits, demands the possession of a remarkable degree of sensitivity, but equal degrees are frequently demonstrated, he thinks, in other ways. Passing on to some of the former blind man's other feats, the writer says:

"Farmer John's avoidance of obstacles when blind was probably due to keen, fully developed sensitiveness to temperature variations in the air and to air resistance. Concentration carries one far in sense-organ superiority, blind or not, and exclusion of interfering impression carries one farther. We can not read a page when holding it with the sun glaring in our faces. We can not scent the rose with garlic under the nose; nor will we *notice*, having our eyes open, that the temperature of every piece of furniture in a room is less than the trend of that of the air; colder than the air when the temperature is rising and warmer than the air when the room is growing colder. Knowledge ever moves the marvelous into the commonplace, tho we never tire admiring the skill involved.

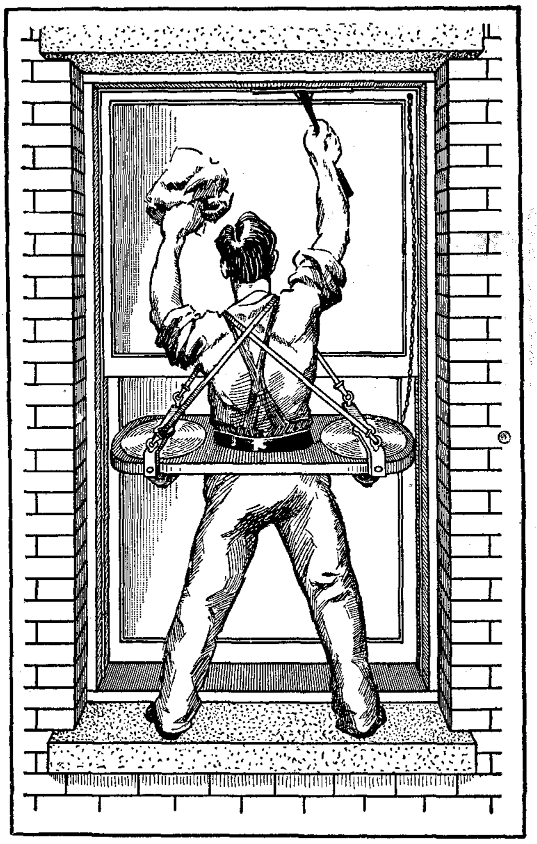
"But Farmer John's homing instinct! Alas! in the quiet darkness of the night woods, with no sound but from scrambling chipmunks' feet or hoot of owl and soughing of the wind, too far from home for the millionth particle of a familiar scent to sweep the nostrils, the zigzag of the trail a crisscross of compass points beyond the power of memory to back-track, in a thicket of trees too broken for 'wireless' waves to penetrate, with all the known senses marooned in the black forest, what occult guide led the blind farmer home again? Farmer John could not tell.

"When the farmer's eyes were opened and he learned to see, he lost his extraordinary homing instinct and his 'touch vision.' But he continued to be a successful horse-trader."

GYROSCOPIC BALANCERS FOR WORKERS

WHY IS IT not as important for an individual to keep his balance as for a ship or a railway train? A German inventor thinks that it is; and he has devised individual gyroscopic balancers, which will prevent a man from falling when he is working under conditions of danger. Says a writer in *Popular Electricity* (Chicago, August):

> "According to press reports, an American version of the Brennan monorail system in which a gyroscopic fly-wheel keeps the car from tipping will soon be in service. A European inventor has already demonstrated by a test on a fair-sized steamer that a similar plan can be used effectively to overcome the rolling of vessels. Now a third has reasoned that the balancing of cars or ships is no more important than that of individuals working under unusual and dangerous conditions. For instance, a man washing the windows of any tall building can work to best advantage if free to lean back somewhat, just as he would do if standing on the ground. Safety-straps make this possible to a considerable extent, but themselves are hindrances to free working. Were the window-cleaner a bloodless machine, we might simply equip his interior with a gyroscopic balance-wheel. Next to this is the external arrangement just patented by Hermann Zoern, an architect at New Brandenburg. He proposes to strap a light frame to the man, carrying a pair of hoops driven at high speed in opposite directions by an electric motor. A practical test of this scheme will be awaited with interest; and—attention, prohibitionists!—might not the same plan with a storage battery supplying the energy thwart the unsteadiness of a toper?"



GYROSCOPES TO BALANCE A WINDOW-CLEANER.

SIZE AND WORK OF THE HEART—It has been found recently that the relative size of the heart in different groups of animals depends on the amount of work it is called upon to perform. This is announced by Miss F. Buchanan, writing in *Science Progress* (July) on the significance of the pulse-rate in vertebrates. Says *Nature* (London, August 4), in a brief abstract:

> "Thus in fishes, where it has only to pump the blood so far as the gills, the heart is always small, averaging 0.09 per cent. of the body-weight; but in the inert flat-fishes it is still smaller, being only about 0.04 per cent. of the body-weight. On the other hand, in birds, more especially migratory and vocal species, the heart has very heavy work to perform, and is consequently of great relative size, ranging from 1 to 2, or in a few cases 2.6, per cent. of the body-weight. In consequence of these differences in the amount of work the heart has to execute, its size bears no fixt relation to that of the animal to which it belongs. 'The heart of a pigeon, *e.g.*, weighs twenty-five times that of a plaice of the same weight, and is about equal to that of a salmon fifteen times as heavy as the pigeon. A thrush, and a guinea-pig of six or seven times its weight, have hearts of about equal size.'"

MENTHOL IN CANDY

SOME candy contains menthol, and menthol is usually regarded as a drug. Is this allowable? Now, of course, there is menthol in all mint; it is this that gives it its peculiar flavor. The French courts have decided both ways, and a writer in the *Revue Scientifique* (Paris, July 16) suggests that, as no one dreams of stopping the sale of peppermint-drops, it would be sensible to draw the line, not between menthol and mint, or in other words, between menthol extracted and unextracted, but between the substance in a medicinal dose and one in which it is evidently only a flavor. Says the paper just named:

> "The question has been several times brought before the courts whether the sale of bonbons containing menthol constitutes an infraction of the [French] Pharmacy Act.
>
> "Decisions in several provincial courts have led to the conclusion that the use of menthol in confectionery should be forbidden, in no matter how small quantities. Fortunately other magistrates have been more just in their decisions and have asserted that menthol, a substance found in nature, and a curative medicament when employed in large doses, may be regarded in very small doses simply as a hygienic product. In the former case, it is perfectly logical to confine its sale to druggists, but in the second it would seem that confectioners have a legitimate right to use it in their business.
>
> "What appears most severe in the decisions alluded to above, is that the incriminated products contained only two grams of menthol to the kilogram. The smallest dose utilized in therapeutics, by ingestion, is one-tenth gram, and as each bonbon weighs a gram it would be necessary to eat fifty before obtaining the smallest medicinal effect. On the other hand, there are peppermint-drops that contain, in combination, a much larger quantity of menthol, and yet nobody has dreamed of forbidding the sale of these in the commerce of alimentary products."—*Translation made for* THE LITERARY DIGEST.

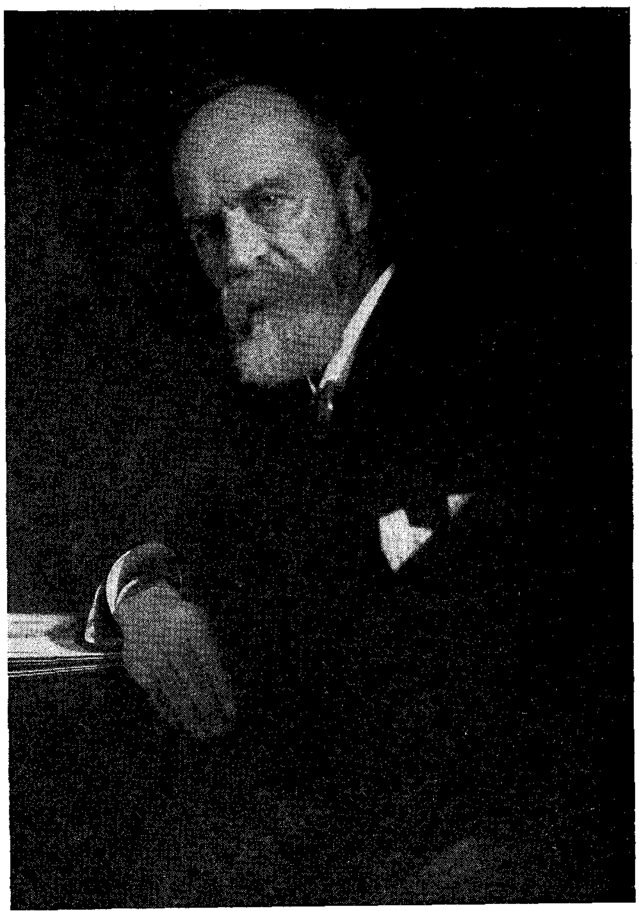
INDIAN GIRLS AS NURSES—That Indian girls make especially capable trained nurses is asserted by Estelle Reel, an authority on the Indian race, writing in *Good Housekeeping*. They have a fine sense of taste in art and music, yet also have the steady nerves required in the sick-room. We read:

> "The educated Indian girl looks for a higher type of manhood in a husband than satisfied her mother. If she does not find her ideal, she is perfectly capable of earning her own living. You may find in her any one of various traits that fit her for special work. She makes a superb nurse. Hospitals which have trained Indian girls are making constant effort to enlist others of the race. She has infinite patience, forbearance, generally a magnificent physique, and no trace of the 'nerves' which so often cause a breakdown among overcivilized races. An Indian girl can go through the most trying surgical case with a stoical calm that is extraordinary. She never gets flurried, anxious, or worried, and she obeys the physicians as a soldier does his commander. In caring for cases of severe illness she seems to live on some strange reserve force, and is a tender as well as a painstaking nurse."

THE RELIGIOUS WORLD

PROFESSOR WILLIAM JAMES

HIS INVESTIGATION of the claims of spiritualism, as we read in many of the notices printed about the late Prof. William James, was what made the strongest impression upon the common mind, tho his other work may have been more important and lasting. "He did good public service in his rejection of the manifestations produced by some practitioners of spiritualism as sheer trickery," says the New York *Times*. He found himself involved in the mazes of doubt; but last year "he was convinced that he had communicated with the spirit of the late Dr. Richard Hodgson." If he thus served the world of common minds, he was also a benefactor of the world of philosophy and scholarship. It is the chief merit of his work, says Mr. H. Addington Bruce in the Boston *Transcript*, "that he has consistently given primacy to the spiritual and the intellectual." This appears, says Mr. Bruce, most clearly perhaps in his wonderful book, "The Varieties of Religious Experience," a "volume which, if he had written nothing else, would give him a secure place in the history of philosophy." Mr. Bruce goes on:



Photograph by Alice Boughton.

WILLIAM JAMES,

The animating principle of his intellectual life was to make philosophy real and helpful to the every-day man.

> "It is, I may remind my readers, a scientific study of the phenomena of religious experience, with a view to accounting for religion and estimating its value. In this respect it is unique, and, in the words of one competent reviewer, 'furnishes the most powerful antidote to the cynical and pessimistic skepticism of the age, since Martineau's 'Study of Religion,' which it equals in spiritual beauty and surpasses in wide observation and dramatic interpretation of the actual spiritual experiences of human souls.' What Professor James did, in studying the significance of religion systematically, was to appraise it by the pragmatic method. Has religion 'worked'? has it been 'useful'? were leading questions he put to himself, and, basing his answer on the tangible facts of concrete human experience, he found himself impelled to reply to both questions with an emphatic affirmative. Moreover, his analysis led him to the firm belief that religion would endure. Religion, he declared in effect, unquestionably forms part of man's normal life, and since it also contributes to the preservation, to the integrity, and to the prosperity of that life, reason combines with instinct and tradition in favoring its continuance.
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> "Showing himself in this book profoundly religious-minded, William James likewise showed himself to be open-minded to a degree not commonly displayed by philosophers. He could not, in truth, be a consistent pragmatist without being a man of most open mind, for to your true pragmatist dogmatism and prejudice are above all else to be avoided. But in the case of Professor James, temperament was superadded to make him open-minded to an exceptional extent. Thus, as everybody is aware, he regarded calmly, philosophically, and investigatingly matters which the majority of his colleagues, philosophers, and psychologists alike, considered utterly beneath their notice. Professor James, with a generous and wise catholicity, saw in these same matters facts in human experience to be inquired into, tested pragmatically, and evaluated accordingly.
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> "In this way, for instance, he was led more than twenty-five years ago to begin the labors in psychical research with which his name has been conspicuously associated in the popular mind. Many of his associates, nay, even many of his warmest personal friends, felt that in devoting the time he did to psychical investigations he was wasting precious time which he might otherwise have employed to far greater profit. In reality, the world has been the gainer by the researches that brought upon him such a flood of hostile criticism, and that were, as I happen to know, prosecuted by him as much from a sense of duty as from personal enthusiasm and desire."

Mr. Bruce maintains that "the world has been the gainer, and richly the gainer," by these researches. He adds:

> "If his numerous séances with Mrs. Piper and other celebrated mediums, his repeated excursions into the tangled wildernesses of automatic writing and speaking, clairvoyance and clairaudience, and kindred phenomena, failed to bring to his receptive yet discriminating mind the evidential proof he sought of the survival of human personality after bodily death, they at least opened to him new vistas of psychological knowledge and philosophical insight which he has passed on to others both by the written and by the spoken word. It is not too much to say that had it not been for his delvings in the occult and the abnormal his masterwork, 'The Principles of Psychology,' would have lost much of the substance that, upon the instant of its appearance, gained for it recognition as one among the most stimulating and soundly informative of psychological text-books. Had it not been for these same delvings I am convinced that the 'Varieties of Religious Experience,' which personally I rate only second in importance to the 'Psychology' and the 'Pragmatism,' could not have voiced the inspiring conclusions it reached. To say, as many do, that psychical research was simply a 'hobby' of Professor James's, is to miss entirely the purpose for which he undertook it, and the thoroughly practical results it brought to him and, through him, to his fellow men.
>
> "So, likewise, with the interest he took in Christian Science and the New Thought. Pragmatically speaking, they appealed to him because they 'worked.' But he saw clearly enough that they did not always 'work'; that they had many failures as well as many 'cures' to their account; and, probing into the problem farther, he was brought into direct contact with the scientific mental healing, the psychopathology of Liébeault and Breheim, of Charcot and Janet, that has already profoundly influenced the practise of medicine. Himself a physician as well as a psychologist—his first years as a teacher at Harvard were devoted to instruction in comparative anatomy and physiology—Professor James was quick to appreciate the importance of the discoveries of the French suggestionists. Probably no other American has done as much as he in the way of disseminating information as to the exact rôle played by the mind in relation to the health and disease of the body."

Professor James wrote in a style so lucid, so simple, so attractive, as to gain for him an attentive and intelligent hearing in quarters where psychology and philosophy usually make little or no impression. Continuing:

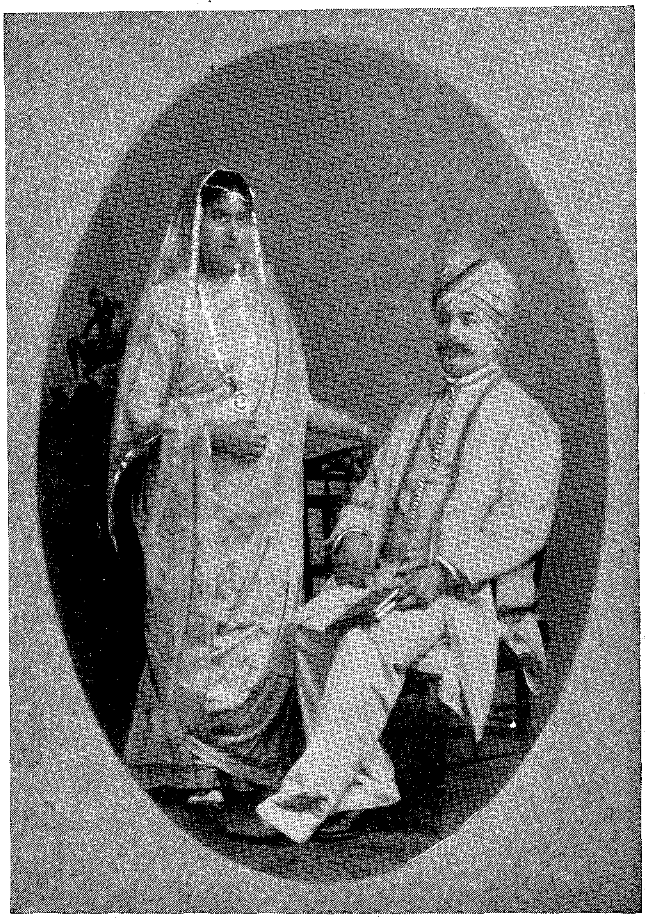
> "To speak of this style of his as a gift would be scarcely accurate, for there can be no doubt that he deliberately and sedulously cultivated it. The animating principle of his intellectual life, as has been said, was to make philosophy real and helpful to the every-day man, and he knew full well that to accomplish this it must be presented in terms understandable by the every-day man. Here, of itself, was an incentive for him to avoid the abstract, to deal always with the concrete, to stick closely to life even at the cost of sacrificing logic. 'When,' to quote a good story told of him by Dean Hodges, 'he is tempted to follow his argument into regions where logic takes the place of life, "I heard," he says, "that inward monitor of which W. K. Clifford once wrote, whispering the word, 'Bosh!'"' And, as Dean Hodges adds, it was his insistence on the concrete that made him the most interesting as well as the most intelligible of all our contemporary philosophers."

Among his books are "Principles of Psychology," "Psychology—Briefer Course," "The Will to Believe; and Other Essays in Popular Philosophy," "Talks to Teachers on Psychology and to Students on Life's Ideals," "Human Immortality—Two Supposed Objections to the Doctrine," "The Varieties of Religious Experiences," "Pragmatism—A New Name for Some Old Ways of Thinking."

THE KORAN MADE OVER FOR WOMEN

A WARFARE which seems likely to end in favor of the womankind of Islam is taking place, we are told, in countries dominated by that faith. Coincident with the advent of the new reign in Turkey, with the appearance of grave discontent in Persia, with the quickening of consciousness in Egypt and even in Arabia, and with the awakening of Mussulmans in India, says Mr. Saint Nihal Singh, "men and women are coming into the arena who are fiercely fighting prejudices in order to invest woman with her inalienable rights." The conservative who clings to the views of woman's position held since the days of the Prophet and supposedly dictated by him, is opposed by texts from the Koran which are quoted as, in all respects, supporting the views of the propagandists. In doing this the fighters in the new cause are not only on the side of the angels, but are, according to Mr. Singh, people who understand the psychology of the Mohammedan masses. "Scientific truth, no matter how bitter, when sugar-coated with the sacred textual molasses, suddenly becomes attractive to the average Islamite (as it does to the average man or woman), no matter what religion may be profest." Texts from the Koran may be cited to show that "the Prophet placed members of the two sexes on an absolutely equal footing," and it is even implied that he intended to urge that "moral standards should be absolutely the same for both." In the New York *Evening Post*, Mr. Singh gives this comment upon the question of polygamy:

> "The old-time explanation given by Moslems was that, before the coming of Mohammed, no limit was put to the number of spouses a man might have. The Arabs took full advantage of this, and possest large numbers of wives. Indeed, they lived in a shocking state of promiscuity. Now, if the Prophet had attempted to say to these wild and unruly sons of the desert that they must not take unto themselves more than one wife, they would not have listened to his revelation.
>
> "This historical statement showing why Mohammedanism retained polygamy within its creed, logical tho it sounds, does not completely satisfy the modern Moslem who is seeking to wade through the complicated, verbose annotations of the Koran to the real teachings of the Prophet. He bluntly states that his religion does not encourage or permit plurality of wives; indeed, he declares, it tacitly forbids it. Probably the best way to explain this point will be to state here what an emancipated Mohammedan gentlewoman told the writer. She deposed that the Koran permits polygamy only in case the husband is able and willing to treat all of his wives exactly alike, without showing the least favoritism toward one over the others. She went on to assert, however, that there was not a man living who had the strength of purpose to possess more than one spouse and treat all of them with absolute equality. She declared, moreover, that Mohammed, being a student of human nature, knew this to be true, and said so in so many words in the very same verse of the sacred Scriptures which is oftenest quoted as sanctioning polygamy among the followers of the Prophet. In plain language, she said, it is to be deduced, therefore, that Islam positively prohibits polygamy, altho it takes rather a roundabout way to do so."



MME. SARALI DEVI CHAN SHRANI,

Who with her husband, seated on her left hand, edits the *Hindustan* (Lahore), which aims to improve the social status of her country women.

Coming from a woman, this statement is regarded as significant. It points to the part woman herself is playing in the social revolution. Whether or not the reforming sentiment in regard to woman is in line with the Moslem religion, it is observable, we are told, that the "Moslem conscience is becoming progressively more wide awake." We read further:

> "That the 'new' Moslem woman is a great acquisition to the cause of Islamic progress is a fact that hardly needs dilating upon. It is now historically established that the advanced Turkish women aided and abetted the revolution. It is said that ladies of rank hid on their persons incriminating documents, unsuspected by the ubiquitous spy of the crafty Abdul Hamid. They also acted as intermediaries between plotters. Besides, they wielded an important influence on the recent history of their country by doing everything in their power to keep up the spirits of their revolutionary husbands and brothers.
>
> "The advanced Persian women, too, are doing the same thing. To-day it is an open secret that Iranian maids and matrons sold their ornaments—which to the Oriental woman are nearer than life itself—to swell the attenuated exchequer of the Persian revolutionists. Some of the older women, disguised in male attire, are said actually to have fought for democracy. Just now some of the intelligent women are striving to kill the proposal to float any foreign loan, lest the money obligations thus assumed may bring their beloved country into the grip of an

alien Power. It is also related that when the first Parliament was convened, Persian women, drest in their finest attire, marched through the streets, abreast with the men, shouting, 'We want Constitution! We want Constitution!'

"Egyptian nationalism has brought about a similar state of affairs. The intelligent among the women of the land of the Pharaohs are vitally interested in the fight for autonomy. The complaint is heard that the few educated women to be found in the Nile-land are lending themselves to the propagation of hatred of British occupation. These female malcontents really constitute the most active workers for the cause of Egyptian nationalism.

"In India, too, the modernized Moslem women are working for the progress of their community. Not long ago the Begum of Bhopal, who, in her native state, so far as its internal affairs are concerned, is the supreme ruler, munificently contributed to the funds of the Mohammedan college at Aligarb, in the United Provinces of Agra and Oudh, in order to encourage the cause of education among her coreligionists. In Lahore a young Mohammedan woman edits a magazine especially designed to be read by the members of her own sex, and containing articles calculated to arouse in them a desire for a better social status; while all over India the Mohammedans are sending their daughters to school and educating them so as to fit them for better conditions. Whereas the Moslem woman of yesterday never left her private apartments on any pretext, to-day her daughter goes out driving for pleasure, after dark, of course, swathed from head to foot in the folds of the Burq'a, which custom ordains that she must wear, viewing the world from the little, net-screened holes cut in front of her eyes; and the granddaughter is chafing at the veil, longing to cast it aside, yearning to come out from the shades of the purdah—even desiring to travel abroad and there secure an education that will enable her to help along the evolution of her less-favored sisters.

"All these things are significant of the workings of the spirit of our times among the Mohammedans. They show, beyond shadow of doubt, that, in emancipating woman, Islam is laying the foundation upon which to build a superstructure of progress."

SERMONS FOR BREADWINNERS

THE WORKINGMAN is taken up with his work and its pressing social problems; he is fighting for his bread; is constantly confronted with conditions in which he needs guidance and sympathy. The world is at present much absorbed in practical questions of economics, declares the Rev. Paul Moore Strayer in *The Homiletic Review* (New York), and the preacher who wishes to be listened to must be prepared to answer the questions, whether uttered or unuttered, of his hearers. As it is, we are told, the sermon has made no response to the needs, the cravings, the experiences, of the working class. The sermon is too often a string of moral generalities or dogmatic assertions:

"Men have stayed away from the churches because our preaching did not seem to gear to their actual life and help them where they most needed help. We have confined ourselves to the problems of personal morality and solved them to the satisfaction of all. Here we have little to say that is new, for Christian standards of ethics are familiar to Western peoples. So long as we restrict ourselves to personal morality we are saying nothing that the people do not know already. And that great new world of industry with its immense ethical problems, where men are losing their way for want of guidance, we moral teachers have scarcely entered.

"We have come to an industrial organization of the world. Industry absorbs the life of the people. If we have nothing to say about industrial right and wrong we have little to say that matters. When the Archbishop of Canterbury announced recently that he worked seventeen hours a day and had no time left to form an opinion as to the solution of the problem of the unemployed, Mr. Keir Hardie replied that 'a religion which demands seventeen hours a day for organization, and leaves no time for a single thought about starving and despairing men and women and children, has no message for this age.'"

The writer demands a fresh and modern equipment for preachers, and quotes with approbation Professor Peabody's assertion that neither "ethical passion nor rhetorical genius equips a preacher for economic judgment." Yet economic judgments are exactly what the modern preacher is called upon to deliver. To quote further:

"We must have a message for an industrial age, or cease to be moral leaders. Some fear that in trying to interpret the rights and needs of those who toil and to show the interest of the Church in child labor and hours of employment for women and similar social problems, the Church may regain those whom it has lost, but lose those it now has. The captains of industry will leave the Church, they say, if the Church seems to befriend the privates in the ranks of industry. I do not believe it. For captains of industry are Christian men, honest and fair-minded men, and they want to have interpreted to them how the law of Christ applies to their life and work. They are in doubt as to their duty, they are in trouble because there is now much that they want to do but can not. And they will accept with gratitude any consensus of opinion which will set new standards that will permit them to follow their own hearts and their present feeling of brotherliness."

And here he throws out a valuable hint to young preachers, as to the caution they must use:

"The present business system is not chargeable to the kings of finance alone. The sins of corporations are not all to be laid at the door of directors and officials. Often they are goaded on to do what they know is wrong by the demands of the stockholders, great and small, who insist on a larger dividend than can be earned by just and honorable methods. Many of these stockholders are among the guileless members of our churches. They are incapable of personal wrong-doing. Much that is done in the concern in which they own stock they would condemn if they knew about it. But they insist on larger and larger dividends, without ever considering how those dividends are secured. The clamor of stockholders for dividends and the demand of the purchaser for cheapness; these two are responsible in large part for the injustice of industry."

He thinks ministers and preachers should copy the Hebrew prophets, who were great politicians; yet be imitators of the Prince of Peace and teach men their duties as well as their rights. At present the workingman considers the labor-union more religious than the Church, for the pulpit is not teaching him any such thing as his duties, declares Dr. Strayer. The workingmen have to go elsewhere to have their questionings of heart and mind answered. Thus we read:

"Pick up almost any volume of sermons and see how little is said about social conditions. Even to-day, which is the age of the social question, men must go to the theater to hear the problems of capital and labor, work and wages, class and class, seriously grappled with. It is right here the Church must have a strong guiding hand. . . . . . .

"The great Hebrew prophets were mighty meddlers in politics. They had a sense of their responsibility as moral teachers. They were quick to see the sufferings of the poor, the wrongs of the weak. They sat in judgment on the social conditions of their time. They pointed out injustice wherever it was practised. They made it their business to see that justice was done. And so must we if we would not degenerate from prophets of God to priests of the groves and high places.

"We are ministers of the Prince of Peace, and the task to which we are called to-day is the establishment of industrial peace and economic righteousness in order to make way for that social order which we know as the kingdom of heaven. I would not have the Church turn its building into a lodging-house, its classrooms into soup-kitchens, its meeting for prayer into a labor lyceum. I would not have it embark on new social enterprises in order to meet the sneer of some youthful social worker or overcome the suspicion of the labor-unionist. But I would have the minister of Christ call men's attention away from the question of rights to that of duties, as Mazzini did. I would have him teach a new kind of competition, a competition in social service. I would have him make clear that the merchant or manufacturer or lawyer or artizan is called to his business as the preacher to his ministering; and that Christ calls the business men as well as the apostles to follow him and become 'fishers of men,' workers in human values and not in dead, inert, material things. That makes life romantic and redeems it from drudgery, to be a worker with men."

LETTERS AND ART

THE END OF PIANO-PLAYING

PIANOFORTE-PLAYING may go the way of circus clowns, says the greatest teacher of the art in Europe to-day. The struggle nowadays for the acquisition of an enormous technic and the consequent detraction of the proper amount of attention to the more musical qualities of pianoforte-playing, says Theodore Leschetizky, is repeating the history of the rise and fall of circus clowns. Formerly, so he reasons, "when clowns first began to be popular, the one who could throw ten somersaults one after the other, was the hero of the circus. But then there came another who could do seventeen consecutive somersaults, and after him a successor whose record was twenty. Naturally the others had now sunk to nothing in the eyes of the audience. But then there came a clown who could turn twenty-seven somersaults, so that finally every one became sick of the whole matter, and to-day who is there who wants to see a clown turn a somersault at all?" Upon such an analogy the great Viennese master predicts the future of piano-playing:

> "With piano-playing which strives first and foremost after a big technic it will be just the same. It will go the way of the clowns, as surely as anything. Piano-playing has in any case no very long life to look forward to. In five hundred years it will long have been a thing of the past, possibly even in two or three hundred years. At present it is at the very height of its popularity. But there are two things which will keep it alive so long as this is at all possible. These are tone and rhythm. He who possesses these to a marked degree can always be sure of his success with the public."

The foundation of Leschetizky's piano-teaching, as we learn from Mr. Edwin Hughes in *The Musician* (Boston), deals with this very matter of tone and rhythm. This is contrary to a current belief that the technic he decries is the thing he aims to achieve. Some of the greatest technicians, from Paderewski downward, now before the public are his pupils, but their technical achievements, according to the writer, are by the way. We read:

> "The foundation of Leschetizky's piano-teaching is the cultivation of a big, noble tone at the instrument. In Leschetizky's opinion, the art of piano-playing since Rubinstein's time has, if anything, deteriorated in this respect, and his most earnest efforts are devoted toward preserving a handling of the instrument which has for its first principle the production of a full, luscious tone. Leschetizky often speaks of his famous St. Petersburg colleague's playing, of his broad, thick fingers, with their cushioned ends, making anything but a big, round tone impossible, no matter how fortissimo he played; of his technical faults, in spite of which his playing aroused more enthusiasm than that of all the others; of his overwhelming temperament and his unforgettable rhythm.
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> "'With my thinner finger,' he said once, 'I could not produce the same big tone as he without resorting to other expedients, such as aiding with the wrist. The tone which Rubinstein got when he played with a single finger was as if I should place the thumb, stretched out, against the second finger and then strike the notes with the whole hand on the thumb, holding the wrist loose and pliable.' Thus does Leschetizky speak of Rubinstein's tone, and in his teaching he attempts to discover means for each individual pupil, often by extravagant positions and movements of the hand even, by which a similar effect may be accomplished.
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> "It may be said, in passing, that Rubinstein as well as Leschetizky owed a large part of their inspiration for striving after bigger tonal effects to the playing of Schulhoff. . . . . .
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> "There are those who imagine that Leschetizky lays the greatest stress in his teaching on the cultivation of a big technic, but this is a very false idea. It is quite true that among his pupils there are some of the biggest technicians of the day; for example, Mark Hambourg and Ignaz Friedmann, and that Leschetizky pupils in general enjoy the reputation of being possest with very adequate technical equipment. This comes, however, not so much from efforts on Leschetizky's part to improve the technic *per se*, as from the fact that he is ever on the lookout for points—'tricks,' to use his own expression; a turn of the hand or an *outré* fingering—that will make the technical performance of the work at hand easier for the pupil. He always searches for the 'easiest way around' in considering the technical difficulties of a passage, instead of sticking to conventional fingerings, and his pupils, adopting the same tactics, soon find more convenient means of getting at what were formerly mountains of difficulty. He is, in fact, very much opposed to the formulation of any strict rules for fingering, saying:
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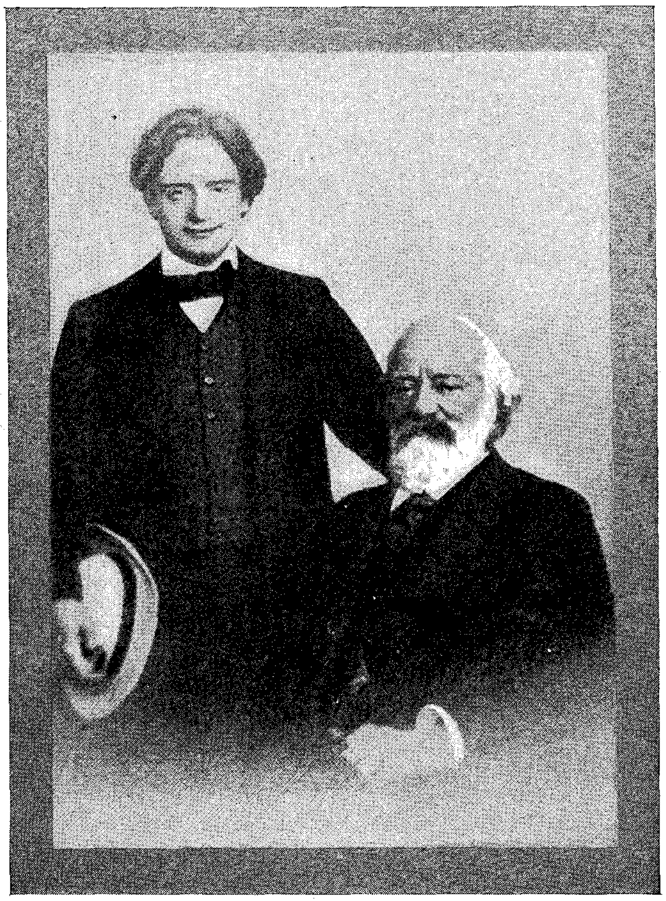
> "'I am not in the world for the sake of fingering; on the contrary, fingering is here on my account.'"



Courtesy of John Lane Company.

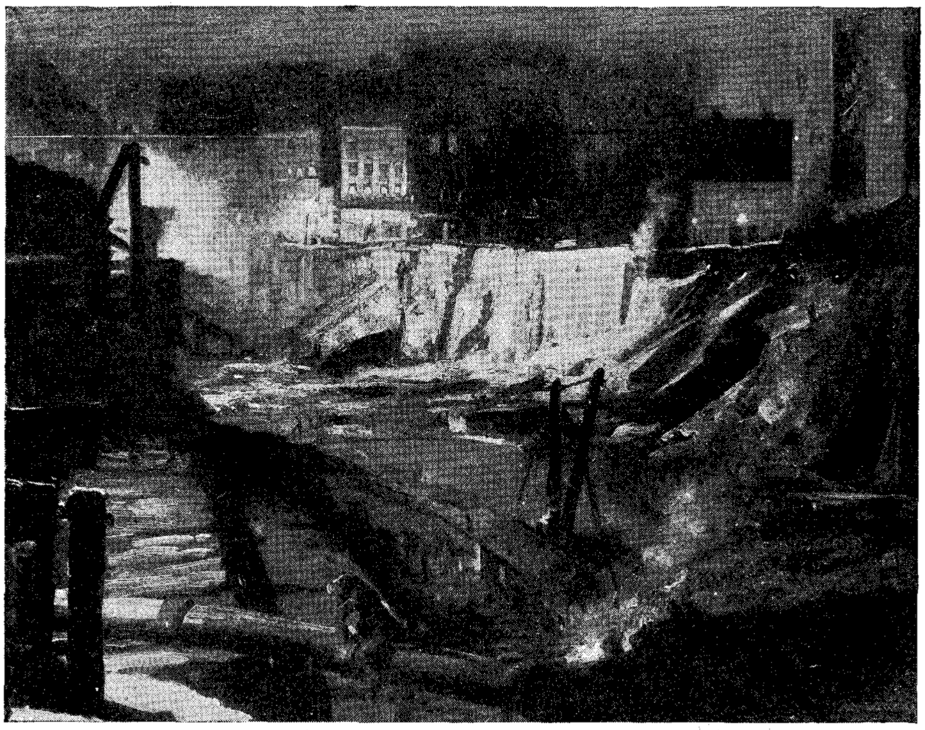
LESCHETIZKY AND HIS PUPIL MARK HAMBOURG.

Pianoforte-playing which strives after big technic, says this great teacher, will most likely go the way of circus clowns—nobody wants to see one turn a somersault now.

In 1884 Paderewski came to Leschetizky to be taught. Up to that time he had not caused a ripple in the pianistic world; and as he was twenty-four years old Leschetizky hesitated about trying to make over his piano-playing. "I will take you," said this teacher, "if you are the kind of man who will do everything I say. If I tell you to jump out of the window you must be ready to do it." "That is just the kind of a man that I am," replied Paderewski, and he justified his protestations. Mark Hambourg, Gabrilowitsch, Bloomfield-Zeisler, Friedmann, and Katherine Goodson are among the same master's pupils. This is the formula of his success:

> "Exprest in a few words, it lies in his remarkable ability for taking pains. Those who have only listened to an afternoon of lessons with Leschetizky know the feeling of fatigue which is experienced afterward. To follow the detailed, concentrated elucidations of the master is a mental task which makes great exactions on the nervous force of the hearer. But, strange to

say, such is the great vitality of Leschetizky himself, that he seems to feel the strain less than any one. I have seen him come down late for the lessons and beg to be excused for having kept the class waiting so long, saying that he was feeling perfectly miserable, and should really not teach at all that day; then, ten minutes after he had seated himself at the piano, all thought of ill health seemed to have vanished as if by magic, and there was not the slightest reference to the matter again during the whole course of the afternoon. He gives, according to his usual custom, three hour-lessons each day, beginning at one o'clock, or shortly after, but his interest in his pupils is such that in nearly every instance the lesson extends over the prescribed hour, so that it is always near to six o'clock, and sometimes even later, before he finally gets up from the second piano.



PENNSYLVANIA EXCAVATIONS AT NIGHT.

From a Painting by George Bellows,

One of the younger painters chosen by a foreign critic of art as producing work that may be legitimately called "American,"—"rough, frank, original, true, a large sketch, a quick impression."

"He seldom allows the pupil to play more than a few measures before a pause comes for illustration and improvement of the passage. Leschetizky is a great believer in teaching by example, and laughs at the idea that any one can be a good teacher without being himself able to play what he is teaching. He expects the closest concentration from the pupil during the lesson and constant attention to the details of nuance, fingering, dynamics, and pedaling in his own illustrations at the second piano. He likes to have the pupil get up from his seat so as better to see his hand positions during the illustrations, and can not bear a student who sits during the lesson without speaking a word.

"This latter adversion is often the cause of much trouble in the cases of reticent pupils, for nothing can put Leschetizky in a bad humor quicker than the failure of a pupil to express himself on the different points which come up during the lesson.

"'How can I tell whether you have understood me or not if you don't open your mouth?' he will say—sometimes even shout; and will then tell of the lessons of some of his famous pupils in the past—Paderewski, for example—where the lessons consisted in about one-fourth playing and three-fourths discussion with the master on the difficulties of interpretation in the composition under consideration and the means for overcoming them.

"Leschetizky constantly warns his pupils against sitting too long at one stretch at the instrument, requiring that in the practise period the playing be often interrupted with short pauses to give the opportunity for thinking back over how the passage just played has sounded and for the improvement mentally of the effects."

OUR LACK OF AN "AMERICAN" ART

ALTHO many years have passed since Emerson wrote that "our long apprenticeship to the learning of other lands draws to a close," foreign critics of art will not yet admit that so far as painting is concerned, the "close" has fully come. Mr. Reisinger's effort to proclaim our status to the Germans by taking to Berlin and Munich a "representative" collection of American art not only failed in persuading the Germans but it did not persuade the English critics sent there. In our issue of May 7 we reported the German lament that "the Americans are still dependent on European and especially on French art, for their training." Mr. C. Lewis Hind, one of England's leading critics, echoes the same plaint, but mingles it with more hopefulness than we heard from the Germans. Mr. Hind was not swayed by the disappointment of the ultra-progressivists of the German schools. "Nothing that they could say" could change his opinion of the "sound Paris-trained craftsmanship and sensible respect for tradition" shown by American painting. He rather rejoices that "the new frenzied movement in art" has not "influenced America any more than it has influenced England." It is with a chuckle that he writes of these German malcontents: "I believe in their hearts they wanted buffaloes and Indians and Mormon households." Dr. Bode, the director of the Berlin National Gallery, came as near as possible to saying this in hoping to see "canvases depicting the throbbing life of New York harbor or that of San Francisco, the maelstrom of the hustle and bustle of your great cities, forests of smokestacks telling of your mighty industrial developments." This is not Mr. Hind's idea, however, of a national American art. In *The International Studio* (September) he tells us that it "will have to be something subtler than hustle and bustle and smokestacks." He writes further:

"A national art is not an illustration of scenes; it should be an interpretation of the spirit of place, an evocation of the time. If we try to think what we mean by a national art we fall back upon concrete examples, and recall the relation of Titian and Giorgione to Venice, of the primitives to Germany, of Velasquez to Spain, of Reynolds and Constable to England. Yet that is only to say that certain dominant personalities impress themselves on their age, and that lesser men follow them, and so perpetuate schools. A national art was never built up by illustration of national scenes. Hogarth made fiercely characteristic satires of his time; but his paintings, which were the better part of him, were no more characteristic of England than of any other country. They were just Hogarth. No doubt Dr. Bode looked with approval on Colin Campbell Cooper's picture of 'Broadway, New York.' It is a *tour de force*, and a vivid illustration of the sky-scraper region. It is a thing seen, not the evocation of the spirit of place. The same may be said of Henry Farny's Indian pictures. They are illustrations.

"What remains? Can we find in this exhibition any signs of a national American art? My answer is Winslow Homer. He did not study in Europe. 'Born in 1836 in Boston, Mass.; pupil of the National Academy of Design and of F. Rondel, New York.' This old master, who is still with us—for it is as a master that I always regard Winslow Homer—lives, I believe, in retirement on the coast of Maine. I read that in daily companionship with the ocean he has led for many years a solitary life upon a spit of coast near Scarborough. Goethe says somewhere that talent is nurtured in a crowd, genius in solitude.

And I think it must be the solitude in which Winslow Homer has lived, surrounded by the elemental forces of nature, that has produced in his big, comprehensive work something that seems to me entirely personal and entirely American. No one who has studied his pictures can doubt that they are characteristically, spiritually, as well as physically, American, and that they could have been painted nowhere but in America. His finest picture, 'Cannon Rock,' is in the Metropolitan Museum, New York; but this exhibition included his powerful and realistic 'Gulf Stream' (also called 'The Castaway'), as vigorous in color as in design, a result of his visit to the West Indies; his marine, with the massive timbers of a wreck in the foreground, and his strong and simple 'Lookout man' sending his cry of 'All's well' through the night. Something of Winslow Homer's force I find in the work of George Bellows, in his 'Bridge' arching the indigo water, rough, frank, original, true, a large sketch, a quick impression that has been left as seen, not worried into an exhibition picture. I find, too, something elementally American in Rockwell Kent's 'Evening on the Coast of Maine,' the blue-white snow rightly seen, the whole picture a big, simple statement. And also in the forceful seapieces of Paul Dougherty."

Mention is also made of Redfield, Metcalf, Schofield, Lawson, Vonnoh, and Groll as representative landscape painters. There are some names that are conspicuous because they are not included in this designation. Mr. Hind tells an anecdote:

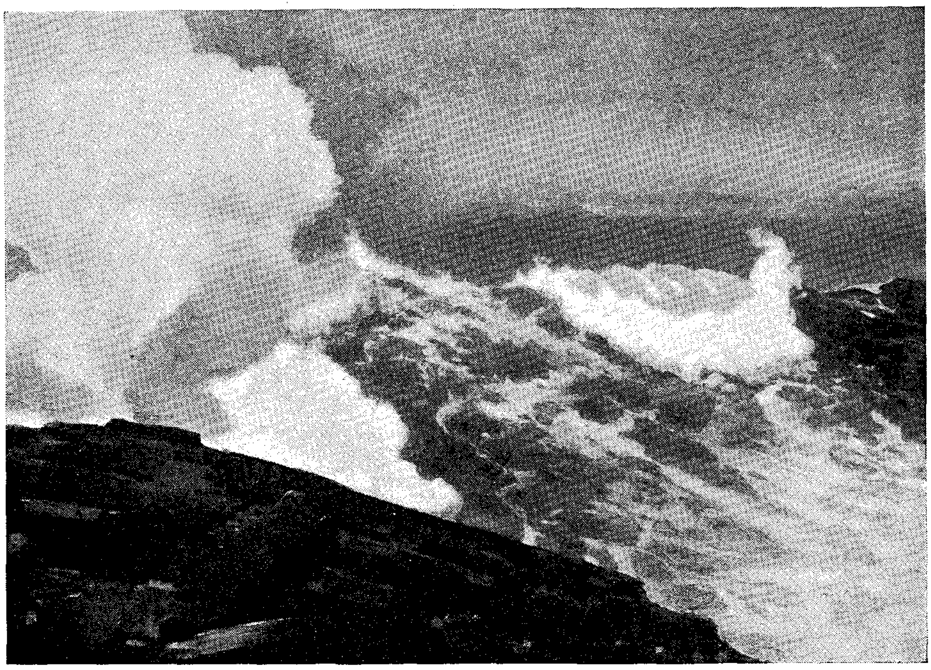
"A German painter, who stood by my side on the opening day, pointed toward Homer Martin's 'Landscape on the Seine,' and repeated to himself, 'Landscape on the Seine! Landscape on the Seine!' Then he turned to an American who stood near, and asked: 'Who is your chief American landscape painter?' The American, much to my surprize, answered 'J. Alden Weir.' We sought a J. Alden Weir landscape. The German said, 'Yes, personal, "bully" in color, decorative, refined, but is it characteristic of America?' He shook his head. He wanted racial painting, something characteristic of the soil, something typically transatlantic. A hundred years hence no doubt that is what Germany will find in American painting if a representative collection be then taken to Berlin."

Mr. Hind, reviewing other names, dismisses Sargent and Whistler as "cosmopolitan, world-famous," and Gari Melchers, Chase, W. M. Hunt, and others as too obviously European products. Of still others we read:

"Perhaps one can see glimmerings of what might have developed into a national American art in George Inness' spacious, old-fashioned landscapes, sincere and pedestrian, but lacking the vitality and the freshness of vision to form a school. Inness died in 1894, and it is strange to find him described in Mr. Caffin's book on American painting as 'a pathfinder whose originality and fiery zeal for nature blazed a new trail that has led on to the present notable expansion of American landscape painting.' His landscapes seem to me to be as dead as those of the Hudson River School, or as the buffalo pictures of Bierstadt. Nor do the landscapes of Alexander Wyant, a pupil of Inness, altho he painted the American land, show signs of a national art. Indeed, one of Wyant's best pictures is an Irish scene. Nor is the charming work of Cecilia Beaux and Mary Cassatt in any way American, nor the cool interiors of Walter Gay, nor the figures in Benson's bright pictures. Certainly there is nothing American, I imagine, about the 'Absinthe Drinkers' of Millar. Miss Florence Upton's 'Yellow Room' is what it looks—the work of an artist highly trained in Europe.

"The talent of John Henry Twachtman, whose delicate, dainty landscapes were among the attractions of the collection, was too personal ever to found a school. It is one of the curiosities of art that a young and vigorous nation like America should run into such fragile and dainty ways of portraying nature. Dwight W. Tryon sees nature even more evanescently than Corot, but he has not the virility that always informed Corot's dream.

"Childe Hassam's 'Old Church in Lyme' depicts an American scene, but the technic of this exquisitely realized vision is French; and the interiors of Thomas Dewing, with their beauty of empty spaces, altho the models are American, betray his Paris training. There is nothing American about Leon Dabo except the fact that he finds his crepuscular effects on the Hudson River."



From the Metropolitan Museum of Art.

NORTHEASTER.

From a Painting by Winslow Homer.

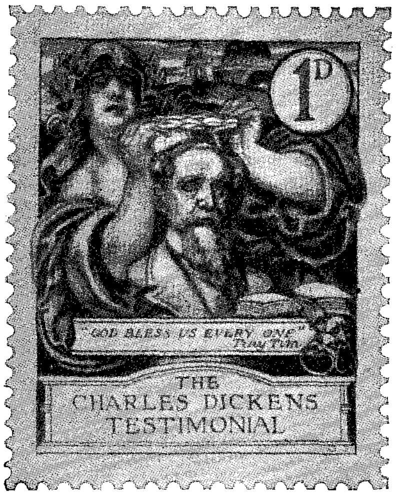
"It must be the solitude in which Winslow Homer has lived, surrounded by the elemental forces of nature," says Mr. C. Lewis Hind, "that has produced in his big, comprehensive work something that seems . . . entirely personal and entirely American."

Probably the American national art will never be realized, concludes Mr. Hind, "until the best of the American painters find it more to their profit and pleasure to remain at home than to take up their abodes in London or Paris."

AFTER THE "MAN OF LETTERS"—WHAT?

IS THE "man of letters" a defunct species, or, as a leading paper suggests, gone away with the "gentle reader" to hide his chagrin? The title has become offensive, particularly, says the New York *Evening Post*, to an age like ours when nearly everybody can write. It is said that at a public dinner recently, a prominent author upon being referred to as "a distinguished man of letters" blushed for shame, while the audience tittered; and in one of the large universities in the East the man who wears his letters the least bit conspicuously is termed the "belletristic trifler" or even the "literary feller." Have we killed him forever or will he rise like the phenix, only under another name? *The Post* proceeds in a vein somewhat blue:

"In days gone by, and not so far in the past, either, there was a certain divinity of aspiration, as well as of inspiration, in him who ventured to cast his lot with literature. It was inherited, perhaps, from the office of the poet, who originally was the recognized seer and priest and ruler of the tribe, all in one. The poet spoke 'winged words' which could fly down the years and convey their message to all believers. He told of not what was, but of what ought to be, and builded a world which was truer, it was thought, than the actual world before him. Now, something of this same quality used always to be expected of the man of letters—the power of idealistic creation, whether as poet or writer of fiction, or as imaginative interpreter. Think of our own New England coterie: Hawthorne, Emerson, Holmes, Lowell, Thoreau, Longfellow. Each in greater or less degree had the power of bigger than verbal utterance, and left, in his reactions upon the past and the present, a creation decidedly his own. The same requisite was at the bottom of such world-famous literary societies as the Pléiade and its successor, the French Academy. Not to be sentimental, it was a priceless gift, this power of imagination, of actually creating, which more than compensated, even to the popular mind, for the material poverty that traditionally went with it. But times have changed. In this country, at least, the profession of letters can hardly be said to exist in any previously accepted sense. If prest for a definition, one would have to say that it meant anything from teaching students how to read Anglo-Saxon to Mr. Rockefeller's writing a pedestrian account of how he got rich. The reasons for such a change of front are not far to seek. In college, where the man of letters, it should seem, might still live on in a humble way, the scientific method, now so much the fashion, often turns the study of great writers into purely literary history, or at worst into virtually an investigation of their vocabulary. And tho those who are committed to such methods wisely forego for themselves any frills on their titles, they take care to let it be known that a 'professor of English' is a nobler one of God's creatures than the former 'man of letters.'"



A DESIGN FOR THE DICKENS TESTIMONIAL STAMP,
By A. Garth Jones.

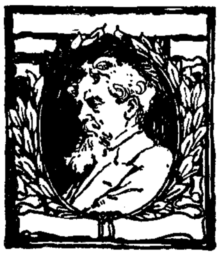
The confusion "in the outside world" is greater still, we are told. The tremendous output of so-called literature by our countless magazines has removed the distinction which used to be felt by one who had something accepted. Further—

"The willingness of the better magazines to publish words from the pen of a man prominent in any way whatsoever adds to the leveling process. There is 'pure literature' on the trusts, on sheep-raising, on the various processes of smelting. Let one ask the question, who is our foremost man of letters to-day? and the answer, by every reasonable modern test, is—a certain African hunter. Such a surprizing discovery contains, it is true, a certain element of excitement which belongs with what we like to think is American versatility. Let France and England, if they will, have their societies intended to foster literary achievement. We do not take the thing so seriously. It is a part of the American's independence that when he really has anything to say he can say it without making such a fuss about it. Anybody with the help of an exploiting editor can learn the 'labor of composition' for all practical purposes. Is it any wonder that your real 'man of letters' will take to the woods before he will answer to his name?

"Yet the case is not quite hopeless. The law of the ages affirms that our attitude toward literature, having descended to the deadly level of commonplaces, at least can go no lower, and is likely before long to range higher. No period in the sweep of civilization ever offered a better chance to the man of true literary imagination than this twentieth century in the United States. The transitional stage in which we now are is as full of possibilities as those potential times when Sir Francis Drake circled the globe and Sir Walter Raleigh discovered his El Dorado. The 'man of letters,' so-called, we have succeeded in shelving, no doubt, but his place will sooner or later be filled, and, we dare prophesy, by the very same sort of person, only with a different name. For if history shows anything, it shows the kinship of genius; that great men of letters have all looked at life in much the same way, and always with a transforming imagination."

DICKENS' "DEFERRED ROYALTIES"

THE WHOLE world, or so much of it as acknowledges the spell of Dickens, is asked to celebrate the novelist's centenary in 1912 by paying up "conscience money." So the proposed gift to the living members of the Dickens family is termed by the London *Times*, tho *The Strand Magazine* (London) uses the more elegant term of "deferred royalties." It is from the latter organ that the scheme originates, and the press for the most part favor the proposition. Dickens, it is said, worked a lifetime, and killed himself in doing it, to win a competence for his family, such as a novelist or playwright, who succeeds in our day, could amass in two or three years. The reason for this disparity is not so much the increase of literary patrons as the privileges of the modern Copyright Law. Dickens, we are told, got nothing from the immense sale of his books in this country. His London publishers assert that "despite the competition of dozens of unauthorized editions, rendered possible by the lapse of copyright, we find that the sales of Dickens shows no diminution." This is how *The Strand* proposes to make amends to the children and grandchildren of the novelist for the loss of income through natural channels.



ANOTHER DESIGN FOR THE STAMP,
By a "Strand Magazine" Artist.
From a suggestion by Mr. Walter Crane.

"It is estimated that there are 24,000,000 copies of Dickens' works extant, allowing for loss through wear and tear. Were it conceivable that every possessor of one of these volumes were to pay one penny in super-royalty it needs little knowledge of arithmetic to arrive at the sum of £100,000. But this is inconceivable. Many might have copies of Dickens' works on their shelves and yet feel no sense of personal gratitude toward the author. Were a quarter of the number to consent that each volume should bear a Dickens stamp—certifying that a 'deferred royalty' of one penny had been paid—a very large sum might be realized, without trouble, without expense, and without prejudice.

"This is the scheme which we propose, and which, unless some unforeseen obstacle arises, will be duly carried into effect. In itself this Dickens stamp will be a work of art—yet unobtrusive, small, simple, and of a tint to suit the character of the volume.

"Numerous famous Dickens-lovers—and among these are numbered some of the most exalted in the land—have already been approached in the matter, and have promised that each volume of the works of the Master they own shall bear a copy of this Dickens stamp. The stamp will be on sale all over the world during the year 1911, and then, on the one hundredth birthday of the creator of *Pickwick* and *Weller*, *Tiny Tim* and *Little Nell*, the Dickens Fellowship would be enabled *to hand the total sum to the representatives of the Dickens family to make such use of it as they wish.*"

There are twenty people who will become the beneficiaries of this fund, of whom we read:

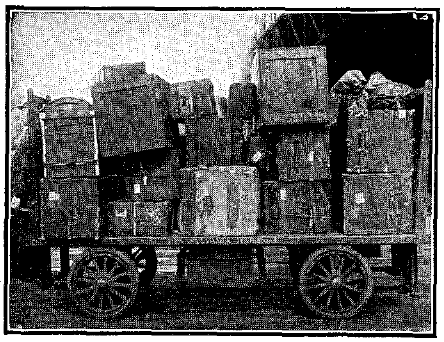
"To-day there survive three children and seventeen grandchildren of Charles Dickens. Some of these, bearing his name, are, through no fault of their own, in circumstances which must deeply concern, not to say pain, lovers of Dickens. Three are in receipt of trifling Civil-List pensions. It is not that any of these complain of their lot. Far from it. The fact that they are obliged to earn a precarious livelihood each accepts with cheerfulness. No, it is not that. The question is rather, What would Dickens himself say were he alive to-day—were he to behold hundreds of thousands of his works teeming from the press, millions turning to him for comfort and entertainment and spiritual refreshment, laughing at his fun and weeping over his pathos, enjoying to the full all that feast he so bounteously spread before them, while those grandchildren whom he loved are driven to accept a Government penson of £25 per annum?"

MOTOR-TRIPS AND MOTOR-CARS

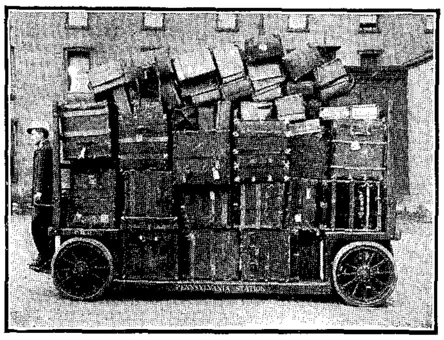
TRUCKS FOR RAILWAY AND FACTORY SERVICE

AN IMPORTANT problem confronting every large transportation company, and many industrial establishments, is how to secure quick and economical transfer of mails, baggage, and freight. Trains and steamers are frequently delayed and schedules upset by slowness in loading and unloading trunks and express matter. The handling of many factory products has become a serious element in operating economy.

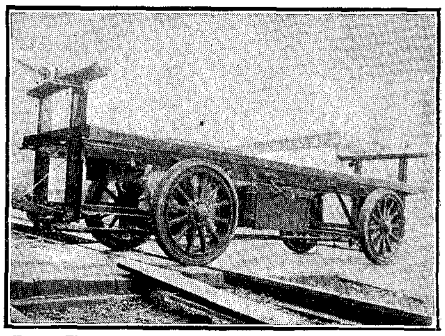
Distribution by hand-truck now, however, is meeting with a successful competitor in the motor freight- and baggage-truck. For several years the Pennsylvania system has devoted special attention to this matter, having installed in its Jersey City and Washington Terminals, two types of electric baggage-trucks. The dimensions, capacity, and operation of these trucks are thus described in a paper read at the recent Convention of The Society of Automobile Engineers, by T. V. Buckwater, and published in *The Automobile*:


From "The Automobile."

A STRAIGHT-FRAME MOTOR-TRUCK WITH LOAD.

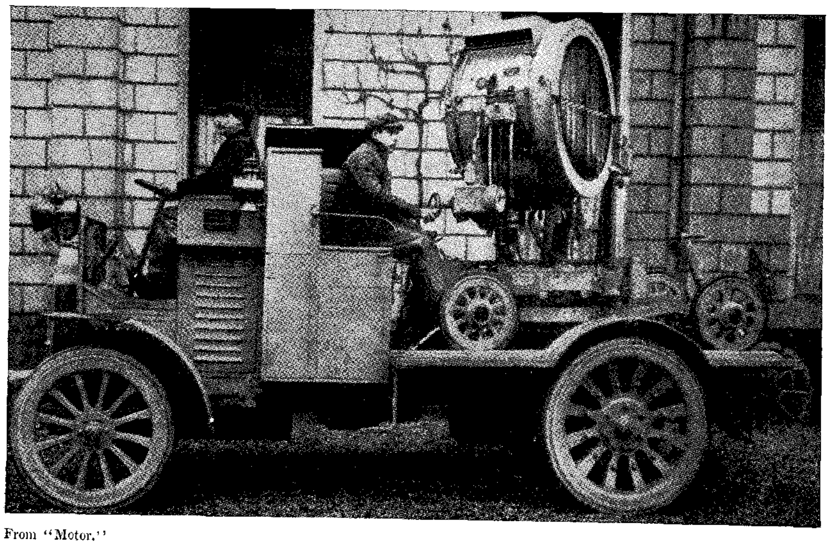

From "The Automobile."

DROP-FRAME MOTOR-TRUCK SHOWING GREAT CARRYING CAPACITY.


From "The Automobile."

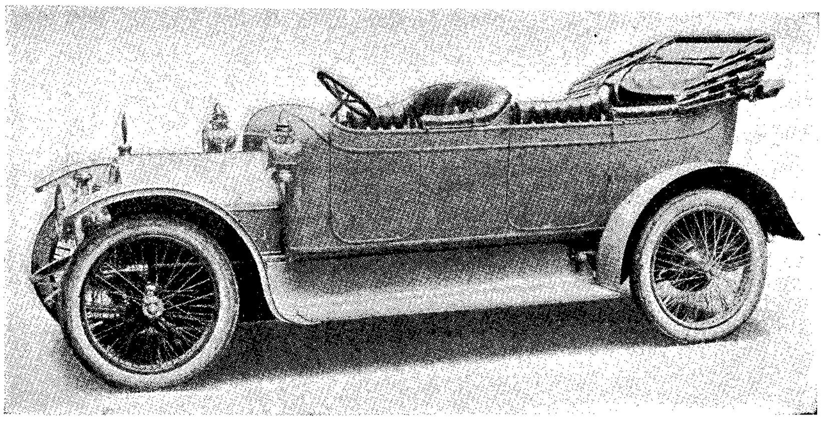
A MOTOR-TRUCK UNLOADED.

> The baggage-truck [in use at the Jersey City Terminal] consists of a standard baggage-truck, with the exception that the front wheels are mounted on a knuckled axle, as used on automobiles, in place of the ordinary fifth wheel.
>
> A twenty-volt motor is applied to each wheel, through double-reduction spur-gearing; the motors are connected in parallel and act essentially as one motor; but the use of two motors obviates the necessity for a differential gear. Each motor is provided with an electric brake mounted on the armature shaft, consisting of a bronze disk, which rotates between a magnet and its housing, this disk being clamped between these surfaces by compression springs. In starting, the brake is released by passing current through the magnet.
>
> The controlling apparatus consists of a master-controller mounted in the steering-handle of the truck. This master-controller has three positions and is operated with one finger by being pulled forward against the action of a spring which tends to return it to the inoperative position. The first notch releases the brake; the second notch connects the battery with the motor through resistance; the third notch cuts out this resistance, allowing the truck to run at full speed. A reversing switch, mounted in the contractor-box, is operated by a rod extending to the front of the truck. The speed of this truck is three miles per hour empty, and two and one-half miles loaded; its weight is, approximately, 2,000 pounds.
>
> The mail-truck consists of a standard mail-truck with knuckled front axle. This truck, however, was provided with a single Elwell-Parker motor, driving through spur-gear to the counter shaft and by double side-chains to the rear wheels. It is provided with a disk brake similar to that on the baggage-truck. An indirect controller is used, consisting of three contractors operated by two drums in the master-controller, one being used for forward movement and the other for reverse. The truck was also provided with a current-limit switch, to prevent the operator from starting the truck too quickly. The speed of this truck was about 4½ miles per hour empty, and about 3½ miles loaded, and its weight 2,300 pounds. Neither the mail nor baggage-trucks had provision for carrying the driver, it being necessary for him to walk in front as with the ordinary hand-truck.
>
> The principal characteristics of the new double-end electric mail-trucks now in use at the Washington Terminal are as follows:
>
> 1. Arrangement of controlling apparatus to be operated with equal facility from either end, avoiding the necessity of turning on narrow platforms and runways.
> 2. Provision for driver to ride for the purpose of running at a higher speed; as a means of conserving his energy for transfer of baggage at his destination, and to give him more positive control of the truck.
> 3. Operation of brake with least effort and in a manner most natural to inexperienced men.
> 4. Reverse motion in natural manner.
> 5. Ease of steering, resulting in more positive control.
> 6. Flexible frame, on 4-point support to provide greatest stability, with each wheel carrying its quota of load.
> 7. Increase of tread so that wheels are just within protection of side sills and reduction of hub projection to rim of wheels, to reduce possibility of collision with railroad equipment, columns, and other trucks.
> 8. Flexible suspension of batteries.
> 9. Direct operation of controller.
> 10. No projection of controlling apparatus beyond end sills of truck when not in use.
>
> At the Jersey City Terminal there are now in use double-end electric baggage-trucks with a length of twelve feet over the end standards. The height of the floor has been reduced to thirty inches, and the height over the end standards and the width were increased to seven feet and forty-four inches respectively. The carrying capacity has been approximately doubled, the trucks carrying eighteen to twenty-four trunks. The capacity exprest in pounds is 4,000, while the weight of the truck is 2,390.
>
> A battery-transfer system is in use at Jersey City, by means of which it is possible to change batteries and keep the trucks in operation twenty-four hours a day.
>
> The use of motor-trucks in railroad shops may be considered as a logical development from electrically operated baggage-trucks. Manufactured articles and supplies must be hauled from storehouses to engine-houses; rough castings are carried from casting-yards and forgings from smith-shops to various machine-shops, where, in the case of complicated pieces, they may be still further transferred from machine to machine, and finally be hauled either to the erecting-shop or a storehouse. In addition to this, there is a considerable transfer of supplies and manufactured articles between the various storehouses. It is the practise to do most of this hauling with four-wheeled hand-operated trucks, but with the development of the electric baggage-truck an extensive field for motor-trucks to handle this industrial service is opened. Instead of four men to a truck with a load of possibly one ton, one man


From "Motor."

SEARCHLIGHT FOR THE FRENCH ARMY, MOUNTED ON A MOTOR-WAGON.

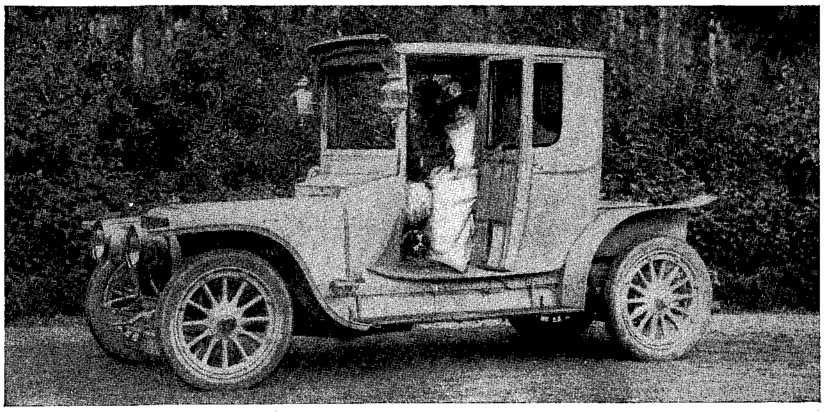
can easily operate an electric truck with a load up to 4,000 or 5,000 pounds, at about double the average speed of the hand-truck. Space, however, is more restricted in shops than on baggage-platforms, passage-ways more narrow, which renders a somewhat smaller truck desirable.



AN ENGLISH TORPEDO-BODY DESIGN.

MOTOR SEARCH-LIGHTS FOR THE FRENCH ARMY

Note has already been made in these columns of the use of motors for the transportation of search-lights during military operations in France. Details of these motors are given in *Motor*. Satisfactory tests of them were made early in the present year, extending over several days, when regular field conditions were employed, the weather being particularly trying, owing to heavy and continuous rain.



ANNA GOULD AND HER HUSBAND, PRINCE DE SAGAN, IN THEIR TOURING COUPÉ.

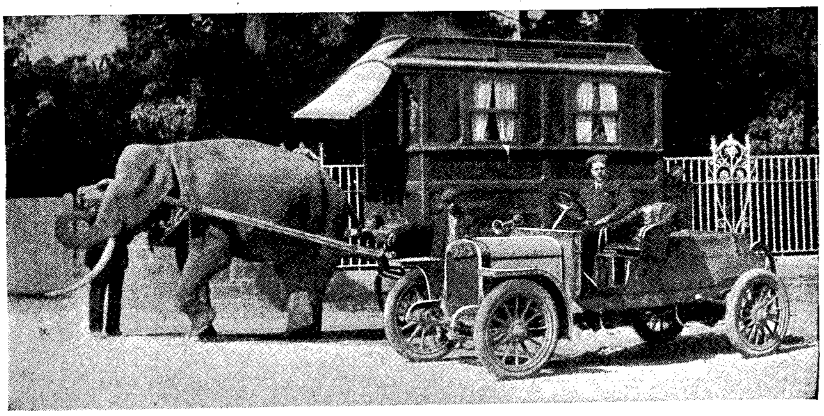
The cars used in transporting search-lights, except for some minor features, are regular standard French business wagons of 18 horse-power, geared to attain a maximum speed of eighteen and a half miles per hour. In the recent tests grades of from 12 to 15 per cent. were climbed. In comparing the speed attained with that of horse-drawn cars previously used for search-lights, the motor represents "an increase in efficiency, both as to radius of activity and speed of from 300 to 400 per cent.," while the number of men employed was reduced by one-half. The maximum fuel consumption was about one gallon per 7.75 miles, which is considered a remarkably economical showing. Moreover, the electric generator of the search-light is driven by the motor of the car, the current being supplied through a system of gears and a clutch. The motor has power sufficient not only to supply the search-lights, but to operate them at nearly their maximum capacity even when the cars are going at high speed on the road. Other details are given as follows in *Motor:*

> The engine is located beneath the driver's seat and floor-boards, and immediately at the back of this seat is a box-like structure within which are housed the switches, indicators, etc., used for controlling the current to the lamps. Obviously, when the search-light is aboard the car, but two men are required for the operation of the entire outfit. The search-lights themselves are of the most modern type of electrical projectors and each are fitted with mirrors 90 centimeters or 35⅝ inches in diameter, and, when operated at full capacity, have a candle-power of 66,500. When in motion over the roads the search-lights are kept lowered on their individual trucks so as to lower the center of gravity as far as possible and add to the stability of the car. This lowering and raising of the lamp as a whole is accomplished by a worm about a yard in length.
>
> Each search-light is mounted on a small truck with four rubber-tired wheels. This permits of demounting them from the motor-wagons and wheeling them to considerable distances, which is often necessary in order that they may be advantageously and safely placed.
>
> Simultaneously with the wheeling of the search-lights away from the cars, cables carried upon reels at the rear ends of the cars unroll, thus maintaining electrical connection between the generators and lights.
>
> It has been found that it is almost impossible for the operator manipulating and directing the light to do so properly when close to it. The beam of light from one of these search-lights is so powerful that one standing near it, even out of the direct rays, is almost blinded. For this reason, a system of control has been devised whereby the officer in charge of each search-light can stand at a distance of from 25 to 100 meters from it and still manipulate it with the same ease as if he were beside it. This method of control, together with the fact that each search-light can be removed to a distance of 100 meters from the generator, adds materially to the value of the system and permits of locating both the motor carrying the generator and the two operators in relatively safe positions, should the enemy's fire be directed upon the search-light.

These motor-driven search-lights will in future be used by the French troops, having been officially adopted. Details additional to those given by *Motor* are given by *The Automobile* as follows:

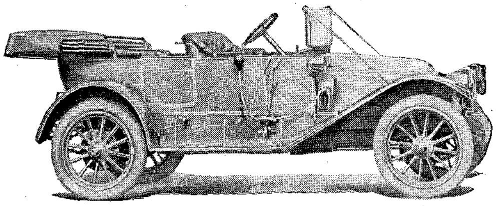
> Three-quarters of the body area to the rear of the driver is left free to receive the search-light, the reflector of which has a diameter of 36 inches and flashes a light equal to 7,000 Carcel lamps. The projector is carried on two spring-supported forks attached to a circular track, thus allowing for free movement in every direction. The carriage is mounted on a four-wheeled bogie, the front wheels of which are pivotable and the whole specially designed to be received on the platform of the truck. If the projector is to be used on the road, it can be quickly raised by hand and the glare of the lamp flashed on any object even with the vehicle in motion.
>
> When the automobile has been brought to a stop, the 18-horse-power motor is used exclusively for driving the dynamo. The apparatus may be operated either from the platform of the truck or with the projector taken down to the ground. The operation is a simple one, requiring the services of two men only; by means of an inclined platform attached to the rear of the truck, the bogie is run down to the ground under the control of a hand-operated winch. The electric cable supporting the current is wound on a drum, and on the projector being

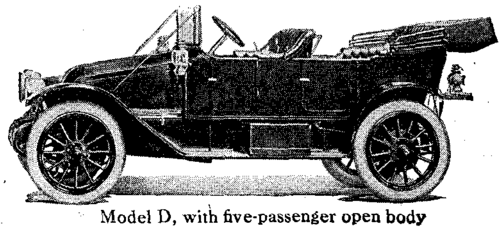
(*Continued on page* 394)

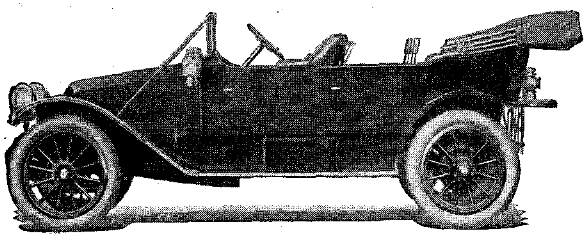


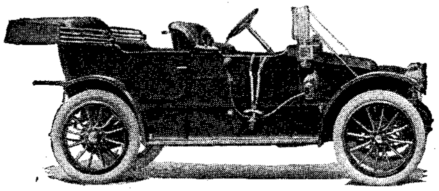
THE OLD WAY AND THE NEW IN ALEXANDRIA, EGYPT.

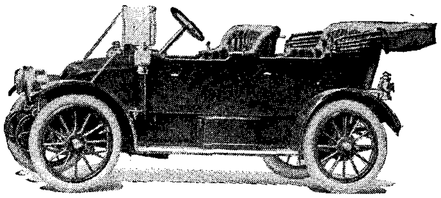
Franklin "The Car Beautiful"


Model D, with four-passenger torpedo-phaeton body


Model D, with five-passenger open body


Model H, with seven-passenger open body


Model M, with five-passenger open body


Model G, with four-passenger open body

Utmost satisfaction in the use of a motor car demands one selected to suit the individual requirements and taste.

Each Franklin is designed to meet a definite demand, and each combines everything that gives grace and distinction of design, efficiency and dependability of operation.

Franklins for 1911 are made in four chassis sizes and horse powers. All are of the same high quality. Two chassis have six-cylinder motors, and two have four-cylinder motors, with eleven styles of open and closed bodies.

The distinguished types of body with the graceful new hood, the lines of which blend harmoniously with the body, make the Franklin the most beautiful car manufactured.

List of Models and Specifications

Model H, with seven-passenger open body or double torpedo-phaeton four-passenger body.

Specifications: Six 4½ x 4½ cylinders; 48-horse-power; 133-inch wheel base; tires, rear 38 x 5½ inches, front 37 x 5 inches; weight, touring car 3300 pounds; price, $4500; wheel base of torpedo-phaeton, 126 inches; weight, 3200 pounds; price, $4500.

Model D, with five-passenger open body, double torpedo-phaeton four-passenger body or seven-passenger limousine or landaulet body.

Specifications: Six 4 x 4 cylinders; 38-horse-power; 123-inch wheel base; tires, rear 37 x 5 inches, front 36 x 4½ inches; weight, touring car 2800 pounds, torpedo 2700 pounds; prices, touring car $3500, torpedo-phaeton $3500, limousine or landaulet $4400.

Model M, with medium five-passenger open body or seven-passenger limousine or landaulet body.

Specifications: Four 4 x 4 cylinders; 25-horse-power; 108-inch wheel base; tires, rear 34 x 4½ inches, front 34 x 4 inches; weight, touring car 2300 pounds; price, $2700; limousine or landaulet, price, $3500.

Model G, with four-passenger open body, is the only high-grade small car built in America.

Specifications: Four 3⅜ x 4 cylinders; 18-horse-power; 100-inch wheel base; tires, rear 32 x 4 inches, front 32 x 3½ inches; weight, 1850 pounds; price, $1950.

Special runabout, G type, with single torpedo-phaeton two-passenger body.

Specifications: Four 3⅜ x 4 cylinders; tires, rear 32 x 4 inches, front 32 x 3½ inches; weight, 1800 pounds; price, including top and glass front, $1950.

Standard equipment, all models, includes top.

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Syracuse N Y 242 East Water Street

The Car That's Easiest to Keep

For the man or woman who does not wish to be dependent upon a chauffeur or a public garage, an electric is the easiest car to keep in that it requires practically no attention whatever except washing and charging. And any neighborhood handy-man is thoroughly capable of that.

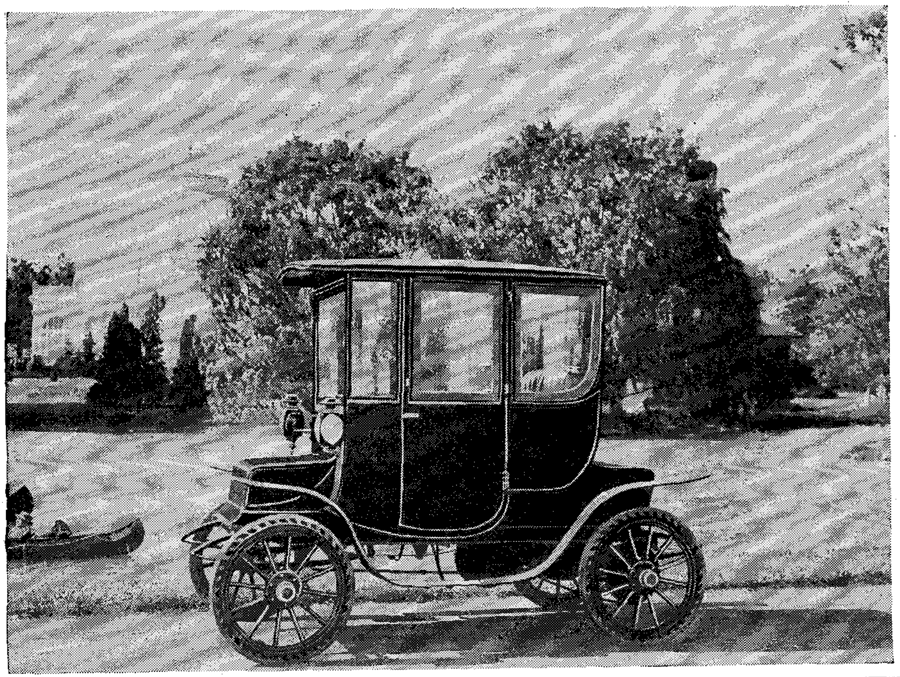
A Rauch & Lang Electric is particularly suited to a family's general needs, because of its primary simplicity.

A unique control obviates all chance of mistakes through the operator's thoughtlessness and makes the car so easy to handle that children use the Rauch & Lang Electrics in the parks and on the frequented highways of the city. Those who have waited for the perfect electric can now have the car they desired.

Agents in any of the principal cities will gladly demonstrate, or we'll send catalog.

Rauch & Lang Electrics

The Rauch & Lang Carriage Co.
2257 West 25th Street, Cleveland, Ohio
(35)



"TWIN GRIP" PAPER FASTENER

Small Smooth Strong

Lets Nothing Slip

Free samples, 5 sizes, sent on request.
The De Long Hook & Eye Co.
Philadelphia

3 FOR 5

3 Custom Shirts for $5

I make shirts that fit you because I make your shirts from your measurements—take them back if they don't satisfy.

I send you 60 samples to select from

I send you measurement blank with rule. I send you the finished shirts express prepaid. No ready-made shirts in my shop, but facilities for quick delivery of the highest grade of custom work. Write for my sample book. (Higher priced fabrics, too.)

Clarence E. Head (Master of Shirtcraft), Main St., Ithaca, N.Y.

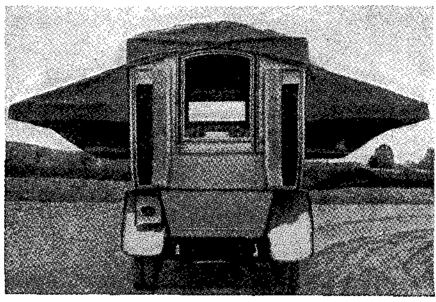
MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 392)

brought to the ground is automatically unwound for a maximum length of 100 yards, thus allowing the search-light to be maneuvered into the most favorable position for operating while the motor continues to drive the dynamo only.

THE TORPEDO BODY

Much comment is made in English and American motor publications as to the efficiency of the torpedo-body design. Indications are believed to point to general use of it in future. In order to adopt this body it was found necessary to place the emergency-brake and the sliding-gear level "amidship in the car," and the steering-wheel has to be placed on the left side. Elsewhere is given an illustration of a recent English design of this character. As described in *The Automobile*, one of the American designs affords occupants of the front seat "the same protection against the wilds of inclement weather as that available to occupants of the seats in the tonneau." By an over-hanging dash occupants are so housed in their seats, that, "the hands of the driver are protected from drafts of wind, so that he can grasp the steering wheel firmly and enjoy driving even in zero weather." Moreover, the shape of the over-hanging dash is such that an upward trend is given to the wind, forcing it to sweep over the heads of occupants of the seat. This form of dash, therefore, becomes a substitute for the glass wind-shield, with none of the disadvantages arising from rain and mist on the glass.



From "Motor."

THE KAISER'S MOTOR KITCHEN WITH THE AWNINGS IN PLACE.

"The sides of the kitchen-car are double and into the recesses formed by the double walls the furniture used in the marquee is stored."

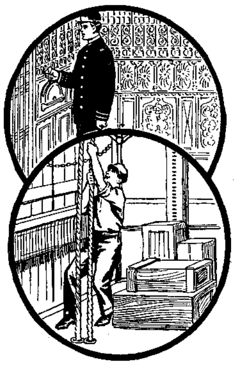
(See article on page 396.)

Another improvement commented on in current articles is the construction of what is called "the tire cellar"—that is, a receptacle for tires under the floor of the tonneau, with quick and convenient means of access to it.

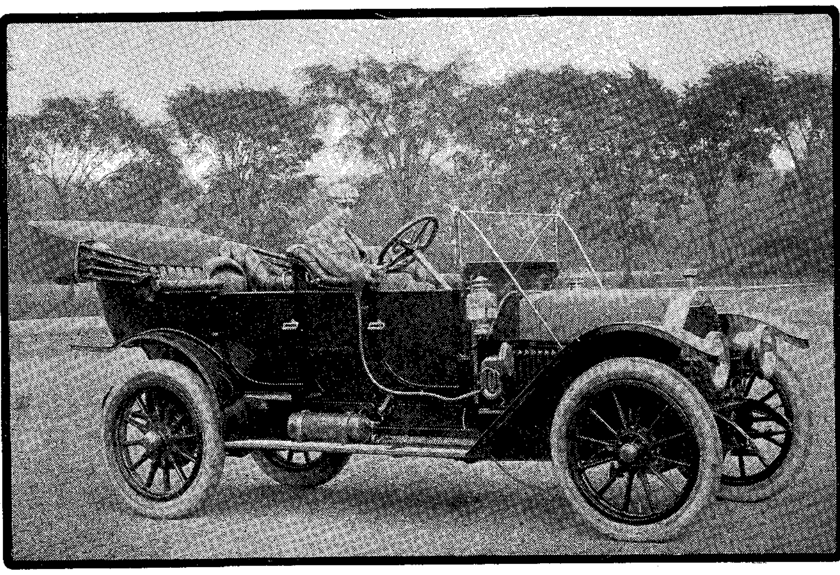
This arrangement not only eliminates tires from their former obtrusive place near the polished surface of the highly finished body, but secures them against thieves and the injury often done to them by exposure to the direct rays of the sun. Experience shows further that it is desirable to place the gas-tank in a compartment where it can no longer be an unsightly appendage of the running board, and where the direct rays of the sun will not shine upon it. There always exists the possibility of an explosion when heat is applied to the tank.

For Impaired Nerve Force
Take Horsford's Acid Phosphate
It quiets and strengthens the nerves, relieves exhaustion, headache and impaired digestion.

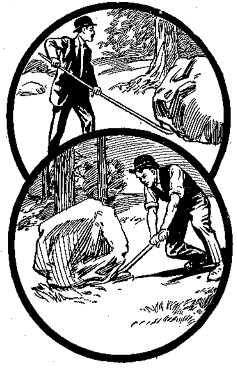
Six Cylinders



The hand-propelled elevator ascends jerkily; the electric car smoothly and steadily. Like the six-cylinder motor, it runs with no interval between power impulses.



Long Stroke Motor



The long lever produces the same result with less power, less effort. So, with the same power, the long-stroke motor produces greater speed and hill-climbing ability.

The 1911 Thomas Flyer—Better Than Ever

A Wonderful Improvement—A New Era in Automobile Construction

The long-stroke, large-valve, six-cylinder motor, with the new ¾ elliptic chrome vanadium springs, is a distinct boon to automobile owners. They are used in America *exclusively* in Thomas cars. In Europe the long-stroke, large-valve motor is used generally.

These features produce unquestionably the quietest, smoothest running and easiest riding car. Noise, jars, jerks and vibrations are eliminated. Flexibility is doubled. The car gently bounds over crossings. Riding over the ruts and bumps of bad roads is really a pleasurable sensation. The necessity for transmission gears is almost removed. The motor develops over 20 per cent more power—our 6-40 develops 60 horse power on brake test.

The Thomas car is pre-eminently the car for conservative people who love quiet, ease and comfort.

Six Cylinders	Long-Stroke Motor	Large Valves
(*No interval between impulses*)	(*The long swinging stride*)	(*Unobstructed respiration*)
Increases flexibility over the four-cylinder by over 33⅓ per cent.	**Gives equal power with fewer revolutions.**	**Give much more power and flexibility at low and high motor speeds.**

The greatest improvement in motor construction since the change was made from two to four cylinders. All high-class cars *must* eventually adopt them.

OWNERS WILL TELL YOU

"I drove 265 miles through towns and over country roads and hills without once changing from high gear."
—*C. E. Jones, Akron, Ohio.*

"I think this car is unsurpassed in endurance, gracefulness and easy riding, and can do anything that any touring car manufactured can."
—*J. J. Nichols, Chicago, Ill.*

"In the Thomas Flyer I have the most flexible, and the most comfortable automobile to be had."—*Christopher Strassheim, Sheriff, Cook County, Ill.*

"I think that in this car you have reached perfection in mechanical construction."
—*B. F. Thomas, Olean, N. Y.*

"Much pleased with the smoothness of its running. The engine is a great hill climber."
—*Geo. G. Genthner, Westboro, Mass.*

"We thought we were making a mistake in getting so high priced a machine, but it has saved us more than the difference of cost on repairs."
—*Jacob Doldt, Buffalo, N. Y.*

"The Thomas 6-40 has given splendid satisfaction, and I am proud of it."
—*Elias Lyman, Burlington, Vt.*

"This car has run 10,500 miles up to date. The car has been very satisfactory indeed."
—*Henry Fisher, Redlands, Cal.*

"My 'Big Six' car, which I have had two years, has traveled over 30,000 miles with a total expense of $2.12 for up-keep, excepting tire charges."—*Julius M. Goldenberg, 1628 Bolton St., Baltimore, Md.*

6-40 Touring Car (5-pass.), Flyabout or Tourabout, $3,750; Touring Car (7-pass.), $3,850; Fore-door Touring Car (5-pass.) or Torpedo Flyabout, $3,900; Fore-door (7 pass.), $4,000; Limousine (7 pass.), $5,000; Landaulet (7 pass.), $5,100.

6-70 Touring Car (fastest and most powerful stock car built), Flyabout or Runabout, $6000; Limousine $7500; Landaulet $7600.

The Thomas Flyer

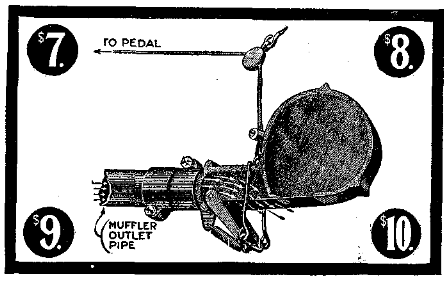
New York to Paris Winner — World's Champion—Still Undisputed

4-28 Town Cars (the most suitable car for city and suburban service): Brougham, $4000; Limousine $4100; Landaulet $4250.

E. R. Thomas Motor Co., Buffalo, N. Y. **Branches: New York, Chicago and Boston.**

Licensed under Selden Patent

JERICHO
THE PERFECT
MOTOR CAR SIGNAL



The necessity for a really efficient Motor Car Signal comes oftenest at the unexpected moment, when *both hands are required to control the car.*

A JERICHO Horn

is *particularly adapted* to such emergencies—because it is *operated by foot power.*

How easy a matter, and how natural an operation, for the foot to depress a pedal as you gather yourself together for quick action.

In such an effort, the brain, the hands, the feet, operate in unison, and if the signal employed be a JERICHO, you issue simultaneously a fair and rational warning, equal to the emergency, while in no way detracting from your faculty of control.

Once equipped with the efficient JERICHO, you are no longer in anticipation of disaster. You experience a *mental freedom*—a *fuller enjoyment* of your car—and *increased efficiency* in its operation.

Strong arguments in its favor, you must concede. There are others equally strong. Have your dealer tell you about them, or write direct to us for folder.

The Randall-Faichney Co.
AUTOMOBILE ACCESSORIES DEPARTMENT
TRADE "B-LINE" MARK
BOSTON
U. S. A.

Makers of "B-LINE" OIL and GREASE GUNS

A MOTOR-KITCHEN FOR THE KAISER

As a means of solving the problem of securing satisfactory meals for himself during army maneuvers, the German Emperor has had devised a kitchen built upon a motor-car. He has long been making constant use of motor-cars in travel, being rarely seen, nowadays, in a horse-drawn vehicle. His kitchen-car comprizes not only a kitchen, but carries a marquee with table and chairs and is attended by another car carrying the cooks, and other servants. *Motor* describes in detail this new addition to the Imperial equipment, of which some account was printed in THE LITERARY DIGEST a few weeks ago. The kitchen-car, and the car in which the Emperor rides, have the same chassis. Each is fitted with a four-cylinder motor of 45 horse-power, with chain drives to the rear wheels from a counter-shaft. On the rear wheels are double tires. The kitchen receives light from large windows at the rear and front and smaller ones near the top on the sides. On the roof are carried the poles and canvas for the marquee. On the sides are frames for canvas awnings. The kitchen equipment is described as follows:

> The culinary equipment comprizes an alcohol-stove fitted with boiler, lockers, ice-box, baskets for table-linen and food and two special cupboards for the Imperial plate to the right and left of the stove. The fuel for the stove is stored in a pair of metal tanks fitted into the roof. The sides of the kitchen-car are double and into the recesses formed by the double walls the furniture used in the marquee is stored. It is necessary to say that this furniture is of the collapsible type. An abundancy of locker space is provided under the seats and elsewhere, and the design is such that in case of need, the interior of the tender-car may be transformed into a sleeping-room with a comfortable bed for the Kaiser.

GOOD WORDS FOR AMERICAN CARS

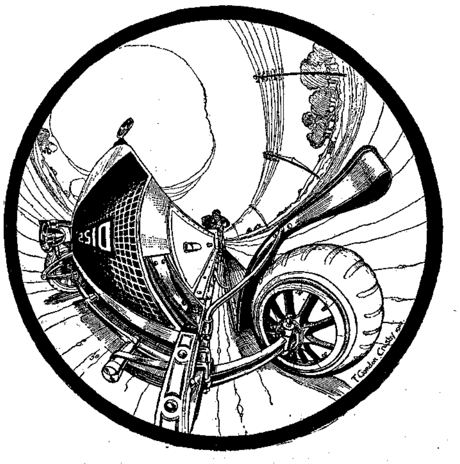
F. R. Simms, who is prominently identified with motoring in Great Britain, recently returned home after an extensive study of present conditions in the motor industry of the United States. So many reports have reached England of a coming sharp competition of American cars with British, that *The Autocar* secured an interview with Mr. Simms on this subject. Word had reached England of "a frightful overproduction in the States." One outcome of this might be that England would be "swamped with American motor-cars at scrap prices." Asked if he thought this would prove to be the case, Mr. Simms said he doubted if there would be "any competition in the English market, at least for a long time to come."

The chief reason he gave was "the ever-growing capacity of America to take up her own production, huge tho it be." England has not realized, either the wealth of America, or the enthusiasm that prevails for motoring, the latter being "far greater than it ever was in Europe." He found it to be "the idea of every fairly well-to-do American—of almost every American—to possess and use an automobile." Even with farmers this was true. Every farmer possesses, or once possest, a buggy, but his ambition now is to displace it with a motor-car, provided he has not already done so. Inasmuch as there are 1,400,000 buggies sold every year in America, it was clear to Mr. Simms that "to overtake this market, even in part, will keep the American motor-car manufacturer quite busy for some time to come."

The interviewer intimated to him that as "there were practically no roads in the States, at least not as we understand roads," motoring would not become universal there. To this Mr. Simms replied reassuringly, as to the immense mileage of good roads already in America, adding that "in three to five years, motor-touring will be one of the added delights of a visit to the States." He did not think the surprize and incredulity exprest in England over the figures of the American output were justified, the figures not having been overstated.

Asked as to the design and workmanship of American cars, Mr. Simms declared that "the best cars are quite equal in design, construction, and material to our own best." He found very few, however, "of European designs," all the smaller cars having been thoroughly Americanized after designs that have been conceived "with a view to huge production." He added that no one in England had any conception of the magnitude of the motor movement in America.

In the correspondence department of the same issue of *The Autocar* is printed a letter from an Englishman, giving his experience with one of the best-known American cars having eight to ten horse-power. The writer had just returned from a tour of 1,500 miles in England with one of these cars, over roads that provided as fair testing-ground for efficiency as any he knows, including some pretty tough roads in Wales. During the three weeks' tour he "did not have a ten minute's involuntary stop," had not a single puncture, nor was it necessary to blow up the tires once, and besides carrying two passengers the car was loaded with a heavy cargo of luggage. The writer thinks this "record will be hard to beat."



DISTORTIONS IN A MOTOR-LAMP.

These extraordinary distortions may be seen on the back of a parabolic headlamp, such a lamp being roughly described as egg-shaped. Reference is not made to the interior reflectors of the lamp, but rather to reflections that may be noted elsewhere on its polished surface. When one is not driving, one may sit next to the driver and when one of these lamps is used may watch such reflections. *The Autocar* of London, from which the above illustration is taken, says not only does the car "assume a weirdly distorted shape, but the landscape also." In this illustration, the artist has endeavored to give some idea of the image he saw on the back of a lamp. The front axle, for example, "is tremendously curved and the tire nearest to the lamp assumes a bolster-like dimension." As for the driver, he appears in the center of the picture, one hand on the wheel, the other on the brake, "as a mere microcosm at the end of a long, high-walled promenade."

Many CADILLAC sales are made to users who have been accustomed to buying much higher priced cars.

You will find, no doubt, that this has repeatedly occurred in the sphere of your own observation. And, in the same connection, other interesting phenomena have manifested themselves which bespeak universal satisfaction.

A Seeming Contradiction

What could be more significant, for instance, than the seeming contradiction of these two facts:

First, that *Cadillac owners almost never change.*

Second, that a majority of each year's buyers have *never owned a Cadillac before.*

This is literally true.

If you'll stop and think, can you recall a single Cadillac owner who transferred his allegiance to some other car?

And yet, we know, as we have said, that most of this year's Cadillac buyers have never owned a Cadillac before.

The Explanation

What is the explanation?

The very pleasing one that the Cadillac buyer gets *more than a season's use out of his car*—that most of last year's Cadillac buyers are driving the same car this year.

Speaking broadly, Cadillac cars *do not deteriorate.*

If they are sold at the end of a season, they are sold for a high price. If they be exchanged, the exchange is usually generous.

Some Everyday Records of the Cadillac "Thirty"

NEW YORK—75 Cadillac "Thirty" users, drove their "Thirty" cars an aggregate of 398,884 miles at a total expense for mechanical repairs of $53.21, averaging 71 cents per car for the season.

DAYTON—Fifty Cadillac owners drove their cars an aggregate of 168,580 miles at a total repair cost of only $5.71, or an average of but 12 cents per car for the season.

INDIANAPOLIS—66 Cadillac users drove their cars an aggregate of 252,599 miles. Total repair cost $71.30 averaging $1.08 per car.

NET TOTAL—191 cars—820,063 miles—cost $130.22. Average cost of 69 cents each or less than 16 cents, for each thousand miles.

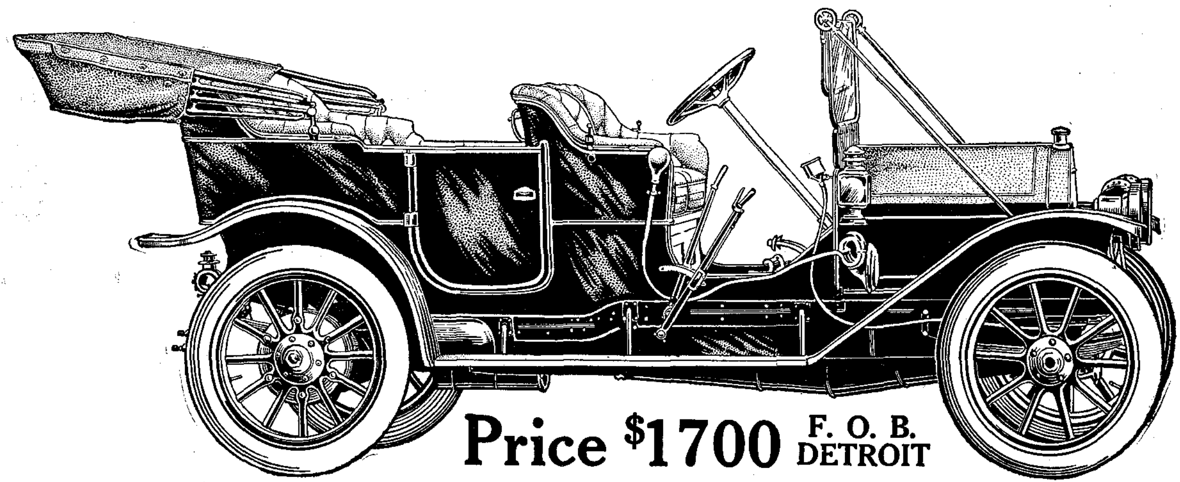
Last year's Cadillacs are in actual demand this year, in addition to the demand for the 1911 Cadillac. This year's sales will eat up each day's production as fast as completed and shipped.

Gather all these facts together and they will spell their own explanation. And that explanation is:

Standardization

The Cadillac does not deteriorate because of the high state of standardization which exists in each part and in the union of all the parts. That is why so many Cadillac owners use their car a second season and a third and a fourth and continuously. That is also why so many who have owned cars of a higher price buy the Cadillac—a car of equal efficiency and greater economy. That, too, is why so large a proportion of new buyers choose the Cadillac. That is why the Cadillac owner says:—"If I had it to do over again, I would buy a Cadillac."

Standardization.—Perfect alignment of all the parts. Consequent removal of friction. The economy that results therefrom. That is the entire story of the success of last year's Cadillac, the Cadillacs of the years before, and the magnificent Cadillac of 1911.



Price $1700 F. O. B. DETROIT

Touring Car, Demi-Tonneau and Roadster (Coupé $2250. Limousine $3000)

Prices include the following Equipment.—Bosch magneto and Delco ignition systems. One pair gas lamps and generator. One pair side oil lamps and tail lamp. One horn and set of tools. Pump and repair kit for tires. 60-mile season and trip Standard speedometer, robe rail, full foot rail in tonneau and half foot rail in front. Tire holders.

Cadillac Motor Car Company, Detroit, Michigan

(Licensed Under Selden Patent.)

CURRENT POETRY

AT LAST we have Chantecleer with us, the fantastic barnyard romance, ruled by the polite and polished fatalism of Rostand, and sparkling with the wit and humor of literary France. The play comes in book form from the press of Duffield & Co., simultaneously with the appearance of the last act in the September *Hampton's*. We do not know whether the hymn of the little birds is the finest lyric in the piece—we do know it is incomparably the best in the rendition of Miss Hall.

A Voice (among the branches): O God of Birds!

Another Voice:
O God of Birds! or, rather, for the Hawk
Has surely not the same God as the Wren,
O God of Little Birds!

A Thousand Voices (among the leaves):
O God of Little Birds!

First Voice:
Who breathed into our wings to make us light,
And painted them with colors of His sky,
All thanks for this fair day, for meat and drink,
Sweet, sky-born water caught in cups of stone,
Sweet, hedgerow berries washed of dust with dew.
And thanks for these good little eyes of ours
That spy the unseen enemies of man.
And thanks for the good tools by Thee bestowed
To aid our work of little gardeners,
Trowels and pruning hooks of living horn.

The Second Voice:
To-morrow we will fight borer and blight,
Forgive Thy birds to-night their trespasses,
The stripping of a currant bush or two!

The First Voice:
Breathe on our bright, round eyes and over them
The triple curtain of the lids will close.
If Man, the unjust, pay us by casting stones
For filling field and wood and eaves with song,
For battling with the weevil for his bread,
If he lime twigs for us, if he spread snares,
Call to our memory Thy gentle Saint,
Thy good Saint Francis, that we may forgive
The cruelty of men because a man
Once called us brothers, "My brothers, the birds!"

The Second Voice:
Saint Francis of Assisi—

A Thousand Voices (among the branch-leaves):
Pray for us!

The Voice:
Confessor of the mavis—

All the Voices:
Pray for us!

The Voice:
Preacher to the swallows—

All the Voices:
Pray for us!

The Voice:
Oh tender dreamer of a generous dream,
Who didst believe so surely in our soul
That, ever since, our soul, and ever more,
Affirms, defines itself—

All the Voices:
Remember us!

The First Voice:
And by the favor of thy prayers obtain
The needful daily sup and crumb! Amen.

The Second Voice:
Amen!

All the Voices (in a murmur spreading to the uttermost ends of the forest): Amen!

Chantecleer (who, having stept a moment before from the hollow tree, has stood listening): Amen!

You can have an object lesson in the use of the Gillette on any sleeping car in America.

Most men who shave on the train use the Gillette. They can shave quickly—with no stropping, no honing—shave smoothly and clean up all the corners, with no danger from the lurch or motion of the car.

A bridegroom on the Canadian Pacific acquired a three-days' growth of beard. Despair was written on his face. A kindly old gentleman loaned him a Gillette—and received the united thanks of two fond hearts.

Men who travel much become very practical. They go in for efficiency—get down to necessities.

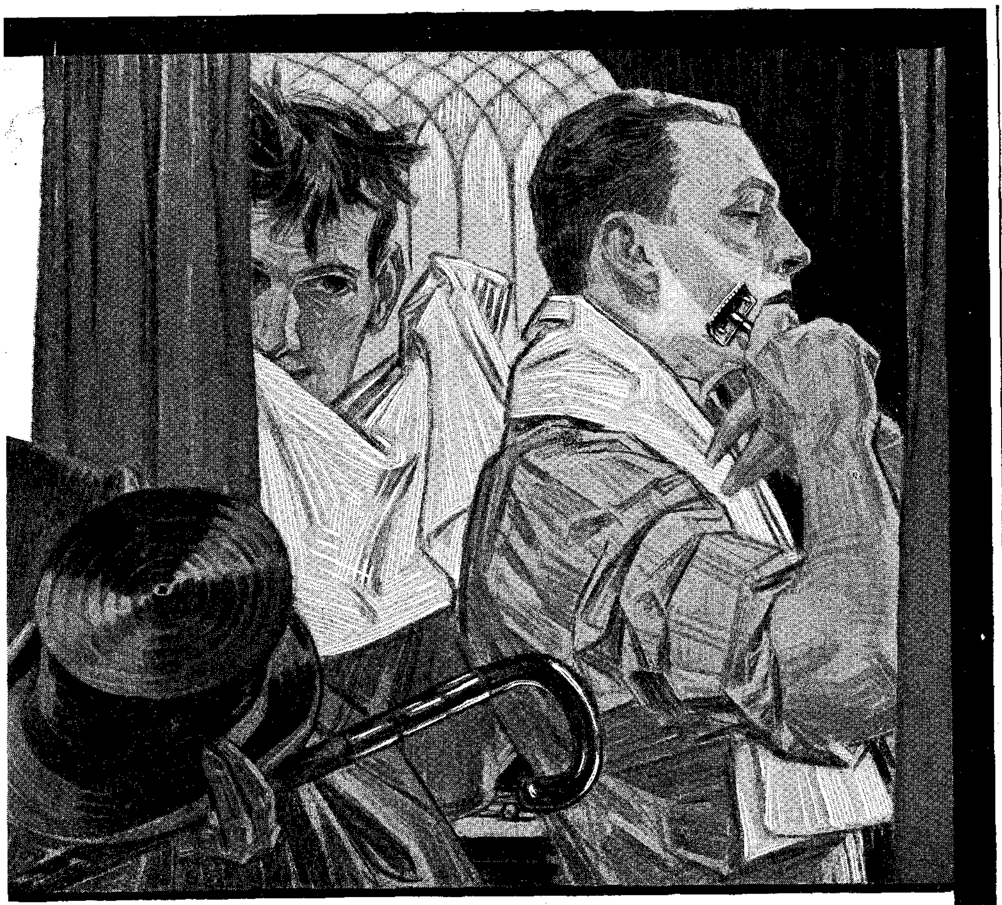
GILLETTE SALES COMPANY, 28 W. Second Street, Bostoı
New York, Times Building Chicago, Stock Exchange Building Gillette Safety Razor, Ltd., Londoı
Eastern Office, Shanghai, China Canadian Office, 63 St. Alexander Street, Montreal

GIVE HIM 15 MINUTES A DA

How to Address Meetings—Propose Toasts—Make After-Dinner Speeches—Tell Entertaining Stories

and all without fear and trembling. Every professional and business man is frequently call upon to speak in public. Political meetings, fraternal gatherings, dinners, etc., ma insistent demands upon him, and afford endless opportunities and requests for approp ate speech.

Are you able to appear to advantage upon such occasions? Can you "say your say in earnest, concise, and convincing language?



Tourists and travellers are the staunchest advocates of the Gillette. It would be interesting to know how many thousand Gillettes are sold every year through their example and recommendation.

Be progressive. Keep a Gillette on your home washstand—take it with you when you travel. Spread around some of the Gillette sunshine. Wear the smile of the man who can shave without stropping or honing. Life is brighter when a clean face is an every-morning habit.

Standard Set $5. Gillette Blades 50c and $1.

King C Gillette

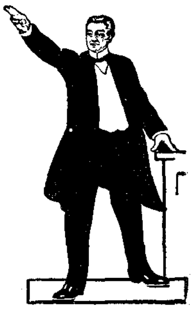
LLETTE SALES COMPANY, 28 W. Second Street, Boston
Factories: Boston, Montreal, Leicester, Berlin, Paris

ND HE WILL TEACH YOU

Grenville Kleiser's Personal Mail Course in Public Speaking Actually Teaches You How

imple! You can carry a lesson in your pocket until you get it into your head! *he Cost?* There's a special class being formed *now* which will save Digest read- *our-fifths* of the regular cost. A postal brings full particulars. Be sure to tion The Literary Digest, and address

NK & WAGNALLS COMPANY, Dept. 64, NEW YORK



There is a rugged Saxon strength and a vigorous originality in the poetry of John Neihardt, that place him in the very front rank of American poets. The verse of his "Man-Song" (Mitchell Kennerley) seems to have been hammered out of iron, rather than chiseled or molded from any softer material.

To My Cat

By John G. Neihardt

I watch you basking sleepy in the light,
Majestic dreamer, humorously stern.
Your little scratch-scarred nose betrays you quite,
Yet how I long to know your thoughts, to learn
What magic dreams beget themselves and burn
Throughout your subtle nerves; for once I saw
A cat's form graven on an antique urn,
And round their god Egyptians knelt in awe.
Was once thy hiss a blight, was once thy pur a law?

Perhaps through sentient chains of linkèd ages
Your soul has fled; yet like a haunting dream
Can recollect the prayers of swarthy sages,
Can hear the wash of Nilus' mystic stream!
It seems I see you basking in the gleam
Of desert dawns. Majestical you gaze
Into the eye of Ra, and dream a dream.
Vast multitudes wait breathless in amaze.
For your oraculous purr to set their hearts ablaze!

Perhaps you think "How stupid grows the world,"
And pine for godhood, till you come to be
A broken spirit, like a war-flag furled,
Or drouth-drained river sighing for the sea!
What potent utterance do you waste on me
When I am kind and stroke your glossy fur?
What do you gaze on that I can not see?
Perhaps if men could know the things that were,
Their petted faiths should quake and tremble at your pur!

Philip, the father of Alexander, remarked one time, that the days of true men and great deeds had departed and that things were no longer what they had been in his youth. "It must be so," answered a philosopher of the court, "for I heard my father say that his great-grandfather said the same thing." The privilege of sighing for the days that are no more has been claimed usually by the poets, who are conservative by profession. Mr. Neihardt voices his complaint in the poem "Unrest."

Unrest

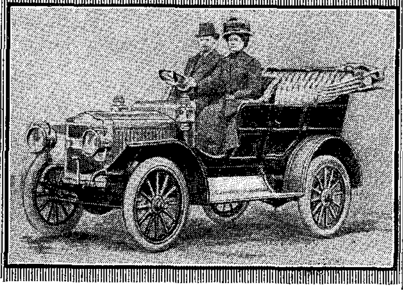
By John G. Neihardt

So long my pulse has thundered with the deeds
Of vanished victors, thoughts of mighty men;
My heart beat is the echo of fierce steeds
Flung at the foe by Hun or Saracen!
Within me fallen kings arise again
And move by night ten thousand glinting spears!
The whispering feet of ghostly fighting men
Push past to dawn and death; while up the years
A wind of swords blows back the tang of women's tears.

I long for glorious breath that is no more;
I pine for wild ecstatic fights that blew
Storm-like through classic lands with mighty war
When life was fresher and the gods were true.
A shadow of the past I blunder through
The dreamless world of busy men; I sigh
For golden forms of old; I search the blue
In vain with rapturous gazing to descry
Where Eos thrills with bare bright breast the morning sky.

Oh, would I were a faun with oaten pipe
Fluting wild life out by Ionic rills;
Dancing amid the vines when grapes are ripe,
Hearing the shepherd's song upon the hills:
Or gazing down some shaded stream where thrills
The conscious silence with the rapturous sense

A 75,000 MILE MOTOR TOUR

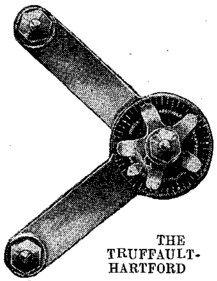


Mr. H. A. Hover of Hover, Wash., is making a 75,000-mile automobile tour. To date he has covered half the distance. His Maxwell car was equipped with **The**

TRUFFAULT - HARTFORD
SHOCK ABSORBER

to fit it for the rough roads of six continents. From Berlin he wrote:

"The absorbers have given us solid comfort and satisfaction. Never a broken spring or any adjusting necessary though our trip has covered a large share of Europe and car has been heavily laden."



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18 Broadway New York

Of some bare form among the daffodils!
But now the world seems godless, dreamless, dense
With mortals dragging lives unlovely and intense.

Yet—what avail the pang that longing wakes,
The hope that fails, the madness of despair,
The short quick consciousness of flesh that aches?
Has not my Soul adventurous paths to dare?
A throb of that warm Pulse that thrills the fair
Harmonious systems, I am boundless—free!
I linger as a drop or water where
The eddies fret; yet daily come to me
The strong pulsations from the deep mysterious Sea!

The late George Meredith was enthusiastic in his praise of the prose style of Alice Meynell, and she is indeed best known as one of England's most brilliant essayists. That the occasional poetry of this author bears the same careful craftsmanship is seen in the following contribution to *The Saturday Review*.

The Unexpected Peril

By Alice Meynell

Unlike the youth that all men say
  They prize—youth of abounding blood,
In love with the sufficient day,
  And gay in growth, and strong in bud;

Unlike was mine! Then my first slumber
  Nightly rehearsed my last; each breath
Knew itself one of the unknown number.
  But Life was urgent with me as Death.

My shroud was in the flocks; the hill
  Within its quarry locked my stone;
My bier grew in the woods; and still
  Life spurred me where I paused alone.

"Begin!" Life called. Again her shout,
  "Make haste while it is called to-day!"
Her exhortations plucked me out,
  Hunted me, turned me, held me at bay.

But if my youth is thus hard prest
  (I thought) what of a later year?
If the End so threats this tender breast,
  What of the days when it draws near?

Draws near, and little done? Yet lo,
  Dread has forborne, and Haste lies by.
I was beleaguered; now the foe
  Has raised the siege, I know not why.

I see them troop away; I ask
  Were they, in sooth, mine enemies—
Terror, the doubt, the lash, the task?
  What heart has my new housemate, Ease?

How am I left, at last, alive,
  To make a stranger of a tear?
What did I do one day to drive
  From me the vigilant angel, Fear?

The diligent angel, Labor? Ay,
  The inexorable angel, Pain?
Menace me, lest indeed I die,
  Sloth! Turn, crush, teach me fear again!

TEA AND THE TURK

It has been said that the indolence and lethargy of the Turk are largely due to the extensive use of Coffee. A wide field for speculation is opened by the thought of what place Turkey might have had in the world had the national beverage been tea instead of coffee.

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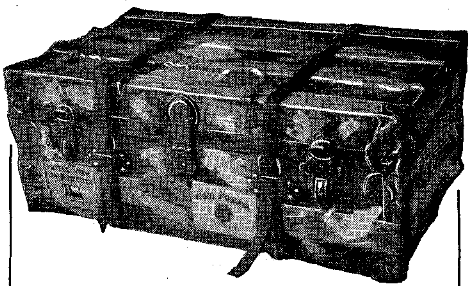

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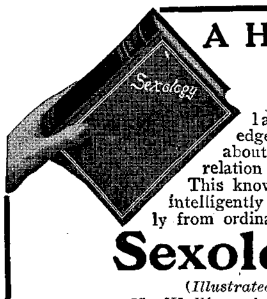

A Happy Marriage

Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology
(*Illustrated*)

by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

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Write for "Other People's Opinions" and Table of Contents
Puritan Pub. Co., 713 Perry Bldg., Phila., Pa.

When this song, which appears in *Harper's*, is reread, it completely detaches itself from the class of conventional verse to which at first it would seem to belong.

Song

By Richard Le Gallienne

All the words in all the world
  Can not tell you how I love you,
All the little stars that shine—
  To make a silver crown above you;

All the flowers can not weave
  A garland worthy of your hair,
And not a bird in the four winds
  Can sing of you that is so fair.

Only the spheres can sing of you;
  Some planet in celestial space,
Hallowed and lonely in the dawn,
  Shall sing the poem of your face.

This poem by Witter Bynner in *The Century* distantly echoes Robert Louis Stevenson's lines—

"Home is the sailor, home from the sea,
And the hunter home from the hill."

The Patient to the Doctors

By Witter Bynner

Name me no names for my disease,
  With uninforming breath;
I tell you I am none of these,
  But homesick unto death,—

Homesick for hills that I had known,
  For brooks that I had crossed,
Before I met this flesh and bone
  And followed and was lost.

Perhaps it broke my heart at last,
  But name no name of ills;
Say only, "Here is where he passed
  Seeking again those hills."

"NO FRILLS"
Just Sensible Food Cured Him.

Sometimes a good, healthy commercial traveler suffers from poorly selected food and is lucky if he learns that Grape-Nuts food will put him right.

A Cincinnati traveler says: "About a year ago my stomach got in a bad way. I had a headache most of the time and suffered misery. For several months I ran down until I lost about 70 pounds in weight and finally had to give up a good position and go home. Any food that I might use seemed to nauseate me.

"My wife, hardly knowing what to do, one day brought home a package of Grape-Nuts food and coaxed me to try it. I told her it was no use but finally to humor her I tried a little and they just struck my taste. It was the first food that I had eaten in nearly a year that did not cause any suffering.

"Well, to make a long story short, I began to improve and stuck to Grape-Nuts. I went up from 135 pounds in December to 194 pounds the following October.

"My brain is clear, blood all right and appetite too much for any man's pocket-book. In fact, I am thoroughly made over and owe it all to Grape-Nuts. I talk so much about what Grape-Nuts will do that some of the men on the road have nick-named me 'Grape-Nuts,' but I stand today a healthy rosy-cheeked man—a pretty good example of what the right kind of food will do.

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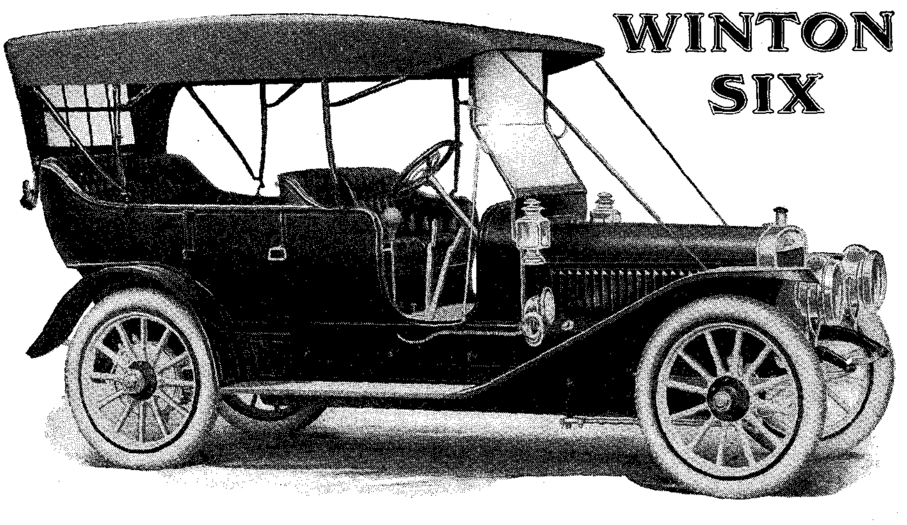
Read the little book, "The Road to Wellville" in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



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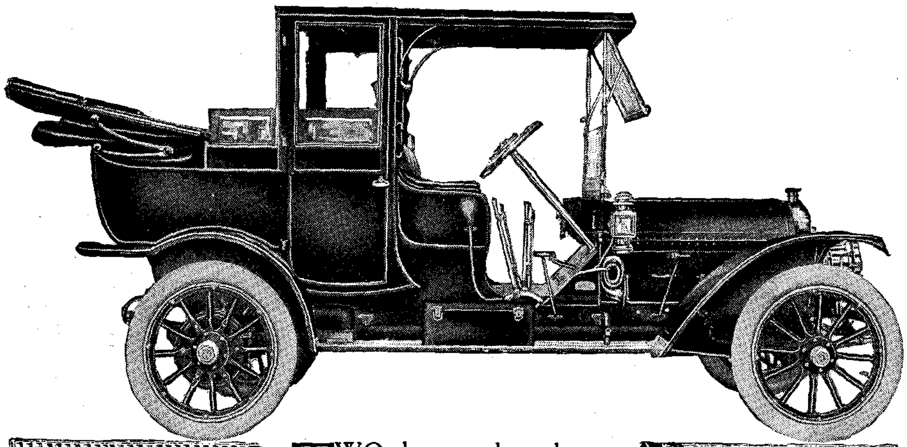

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The Literary Digest

PERSONAL GLIMPSES

SORROWS OF AN EX-SULTAN

TO all appearances Turkey knows what to do with her ex-Sultans to prevent any strenuous interference with the course of political events. The prescription is simple—continuous and complete isolation from the outside world. Small wonder then that Sultan Abdul Hamid is described as the "unhappiest man on earth" as he passes melancholy days in the Villa Ablatini. A correspondent of the London *Express* reports an account from the Berlin *Lokal Anzeiger* of the "Sick Man of Europe's" invalid existence. So fearful is he of assassination that he has never appeared at any of the windows of his villa lest he be shot. We read:

> Neither advice nor entreaties, nor even stringent medical orders, will induce him to leave the house and take exercise in the garden.
>
> Not only does he remain stubbornly indoors, but nothing will make him leave the first-floor of the villa. He fears to trust himself to the ground-floor lest bombs should be concealed in the cellars beneath. He will not go up to the second floor, for he thinks the villa might be set on fire, and he would perish before he could escape.
>
> A victim to insomnia, he never undresses, but his thin, bowed figure is seen wandering during the night from room to room until finally Abdul Hamid falls exhausted and slumbers fitfully on a couch.
>
> He works as a carpenter during the day, and recently he finished making a large wardrobe.
>
> Strangely enough, his one desire is to find a purchaser for it. It is not that he needs the money, but he longs to convince himself that the work of his hands is of monetary value.
>
> He begs his warders for leave to send the wardrobe away from the villa to be sold, but his request is refused invariably. The Turkish Government fears that within the woodwork there may be concealed some undesirable communication to his friends.
>
> Abdul Hamid knows nothing of the outside world. Neither he nor the two wives and the servants who followed him into captivity are allowed to read any newspaper.
>
> Once his keen desire to learn what was happening led him to attempt to bribe one of his warders, to whom he offered £100 for the latest newspapers.
>
> He clamors for details of the revolution which ended his reign.
>
> Sometimes he sits hour after hour deep in melancholy meditation.
>
> Recently, when the officers on duty congratulated him on his birthday, Abdul Hamid wept and said, "I was once a great Sultan, and therefore you can only mock me when you congratulate me in my humiliation."
>
> Abdul Hamid is intensely lonely. Abdul Rachim, the only son who followed him into captivity, has deserted him, declaring that his father was so petulant and nervous that no one could endure life in his vicinity. Burhann ed Din, his favorite son, to whom

he desired to leave his crown, has repudiated his father, accusing him of having caused the death of his mother because Abdul Hamid refused to summon a competent medical man to attend her in her illness.

QUEEN MARY'S ATTENDANTS

TO AMERICANS who are not involved in the chase after titles of nobility the phrases "keeper of the royal seal," "privy councilor," "lady-in-waiting to Her Majesty," and "mistress of the robes," seem hardly to belong to the modern history. One expects to find models of them in historical museums labeled "Seventeenth Century" or "From the reign of George III." But the accession of a new monarch in Great Britain and the consequent changes in the personnel of the royal household arouses a new interest in the attendants on royalty. A writer in *The Gentlewoman* (London) indicates the duties of the Queen's attendants and sketches those who are at present filling these offices under Queen Mary.

The ladies of Queen Mary's household are divided into four classes. First comes the mistress of the robes, then ladies of the bed-chamber, usually styled ladies-in-waiting, women of the bed-chamber, and maids of honor. Queen Victoria as a reigning sovereign had eight ladies of each class in her household.

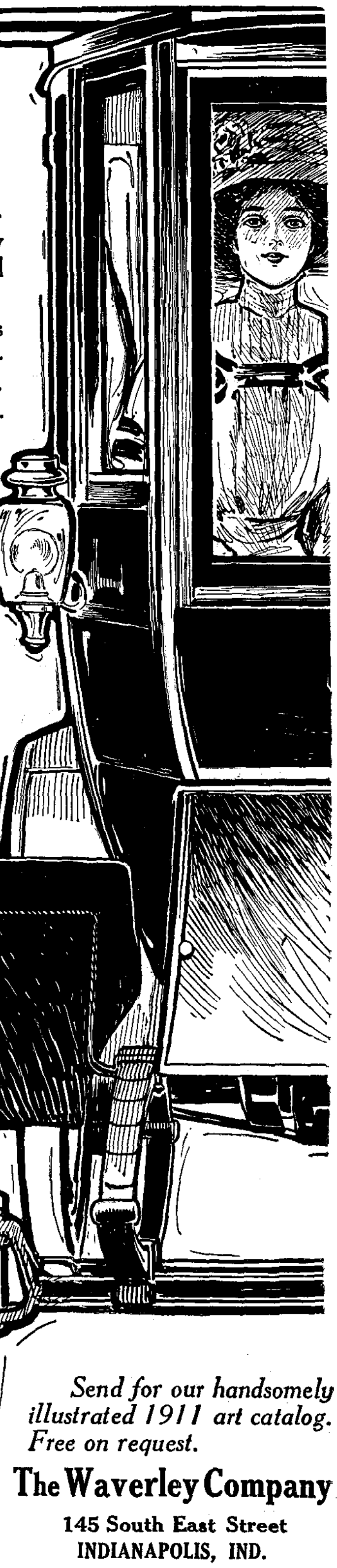
The number retained by a queen consort, however, varies according to her pleasure and convenience. Queen Mary has at present in her service only one lady-in-waiting, three extra ladies-in-waiting, and four women of the bed-chamber. Maids of honor had not been appointed at the time of writing.

The office of mistress of the robes to a queen regnant is a political one and changes with the government; but that of a queen consort is in her own gift, and may be held for an indefinite period. The mistress of the robes must always be a duchess, whereas in case of a queen consort a widowed duchess may be appointed if more convenient.

The duties of a mistress of the robes are limited to state occasions. This high official is in the royal suite at courts, palace balls, and at the meeting of Parliament. At such times she stands behind the queen, and she walks behind her royal mistress in any state procession. Also when a procession drives through the streets the carriage in which she is seated follows next after the state carriage of the sovereigns.

Her duties are many at the time of a coronation, and during the ceremony she is in close attendance on her royal lady. When their majesties are in London a mistress of the robes resides in her own house, and is conveyed to and from the scene of her duties in one of the royal carriages. But if the court is at Windsor she remains under the roof of Windsor Castle.

The Duchess of Devonshire, who has been chosen to fill this high post, is the eldest daughter of Lord and Lady Lansdowne. She is tall and fair, and dignified, fond of home life, and a devoted mother to her seven children. She has the grand manner and will no doubt be one of our leading



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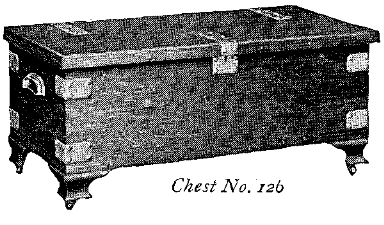

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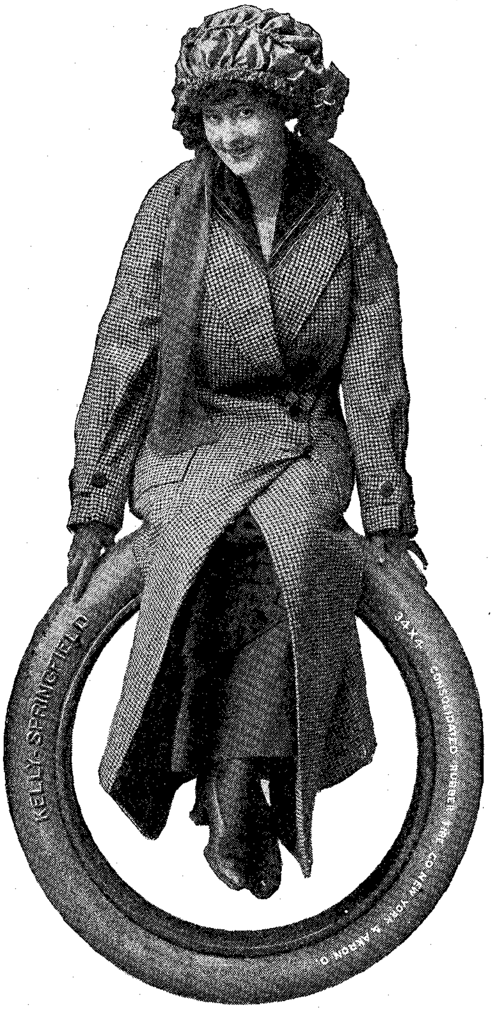
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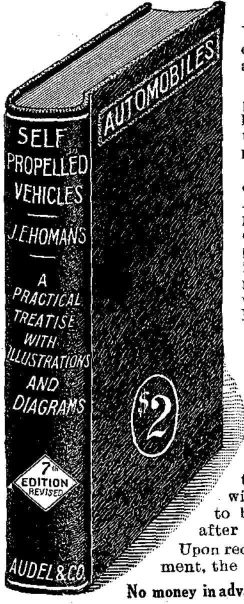

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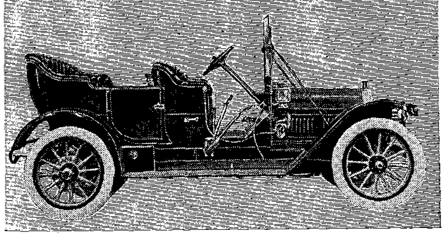

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hostesses, but on account of mourning Devonshire House has not as yet under her reign been the scene of any society entertainments.

A lady of the bed-chamber to either a queen regnant or a queen consort must be a peeress. Her "wait" varies from three weeks to a month, according to the queen's convenience. And whether she is at her own home in London or staying at Windsor Castle, she must always hold herself in readiness and consider her time as entirely at her royal lady's disposal. She would be in attendance on the queen at balls, dinners, weddings, or any other formal entertainment, and of course, at all state ceremonials.

Extra ladies of the bed-chamber are appointed according to the royal pleasure, but they have no salary and no fixt "waits" in attendance. Ladies who take office as women of the bed-chamber must have rank, but they need not be peeresses. Their "waits" are arranged in the same way as those of ladies-in-waiting.

Maids of honor are usually the ladies youngest in age in the queen's household. They must be either the daughters of viscounts or barons, or else the granddaughters of peers. The daughters of dukes, marquises, and earls, are of too high rank for the position.

Maids of honor do duty in couples. The time of waiting is four weeks, and each maid is in attendance for that period about three times in the course of twelve months. When the court is in London the maids of honor reside in their own homes, and not at Buckingham Palace; but, as in the case of the other court ladies, a royal carriage is sent to convey them to and from the scene of action.

If a maid of honor chances to be a peer's daughter, she, of course, bears the courtesy title of "honorable," but if not she is invested with that style and title immediately after her appointment. And this she bears for life, whether single or married. And she receives a badge of office, which takes the form of a miniature of the Queen set in diamonds.

In everyday life this can be worn as wished, but when its owner is in waiting it must be attached to the left side of the bodice, and used as a decoration. And the badge is retained for life, and not given up on marriage or when leaving the royal service. The office of maid of honor is highly esteemed, as it gives much social status, and in the end often leads to a successful marriage.

Queen Mary has appointed Lady Shaftesbury as her lady of the bed-chamber. Lady Shaftesbury has many charms and graces, and as Lady Grosvenor's daughter it may be guessed that she is clever and cultured beyond the average. She likes books and reading, is fond of music, and when in town may often be seen at the opera and at concerts, both public and private. She is young and beautiful, and her face is framed in a cloud of soft gray hair, and she has a gentle and most attractive personality. Some time ago she went to South Africa to visit the grave of her husband, as he was by his own wish buried where he fell on Diamond Hill. Lady Airlie is fond of flowers, and at her Scotch home has made a garden of friendship, where every flower has been planted by a personal friend or a visitor of distinction.

RUNNING FOR MAYOR OF SALEM

IT MUST have been something akin to magic that worked in the old Massachusetts city of witchcraft to make a penniless, friendless newcomer there mayor of the city inside a twelvemonth. But such is the record of Arthur Howard as detailed in *The New England Magazine* (September). Howard's forebears were Salem citizens of considerable importance, but he was born in New York in 1869 and early in life began a mercantile career in his father's jewelry store. From this he organized a shipping agency, and in the course of various business changes often visited Europe, acquiring varied experience and foreign languages. The panic of 1907 "broke" him and he drifted to Boston and attempted to secure a place on one of the papers. This was not given him because he had had no previous newspaper experience. Then—

He ran up to Salem, the home of his ancestors which he had never before visited, to take advantage of the opportunity to call upon Judge Holden, a distant relative, the oldest court justice in Essex county.

Upon the impulse of a chance remark during that conversation, Howard resolved to start a newspaper of his own in Salem. "If they don't think I know enough about the newspaper business to get a job, I'll start a paper of my own and show them," he told his new-found relative.

Without a penny of backing, and with only the prospect of an income of a few dollars a week from the wreck of his fortune, Howard leased an old, two-story shed on Central street, which had been built for a paint-shop. He bought on credit a second-hand, foot-power printing-press that was about to be consigned to the junk dealer. He picked up some job lots of type, some odd sizes of print paper, a broken deal table, a dictionary, and a rickety chair, and founded the Salem *Morning Despatch*.

Howard found a clever young printer without a job, but with plenty of sporting blood, and together they managed to issue on the morning of October 24, a year and a half ago, an edition of twenty-five copies. Nobody indicated any desire to purchase a copy of the Salem *Morning Despatch*, at the market price of one cent, so Howard went out on the street and gave them away like handbills.

He went among the merchants of Salem soliciting advertisements for his newspaper, and they laughed at him. He put his advertising rates at such a tempting figure that the little business he did manage to pick up filled most of his single-sheet newspaper without bringing him any more than enough to pay for the print paper itself.

Sometimes the foot-power printing-press refused to print, and Howard and his printer struggled for hours to get out a few dozen copies. They would have to take each copy afterward and go over it with ink to fill in missing spaces where letters had failed to print.

Frequently, after Howard had sat up most of the night, in the little stall he had partitioned off with rough, unplaned boards in one corner of the paint-shop loft, writing the copies for the next day's *Despatch*, his

A Triumph of Transmission

Adjustable beveled gear, directly connected with our new shaft drive, without chain or gear reductions between motor and shaft, requiring the fewest possible parts.

These essentials to a mechanically perfect direct drive, hitherto lacking in any "electric," have been invented and perfected for the Detroit.

Power is transmitted direct to a beveled gear in the rear axle.

Heretofore common practice has necessitated an extra reduction from motor to shaft through chains or a set of gears, bearings and counter shafts.

In eliminating this reduction we have

1) Provided a perfectly noiseless motor and gears.
2) Effected practically instantaneous transmission with the least loss of efficiency.
3) Constructed a beveled gear so accessible and so simple that any owner may make necessary adjustments without expert assistance.
4) Eliminated several extra parts.

ANDERSON CARRIAGE COMPANY
DEPT. DM, DETROIT, MICH.

Other important changes and additions make the 1911 Detroit line more complete than ever. You have your choice of sixteen models, including the following:

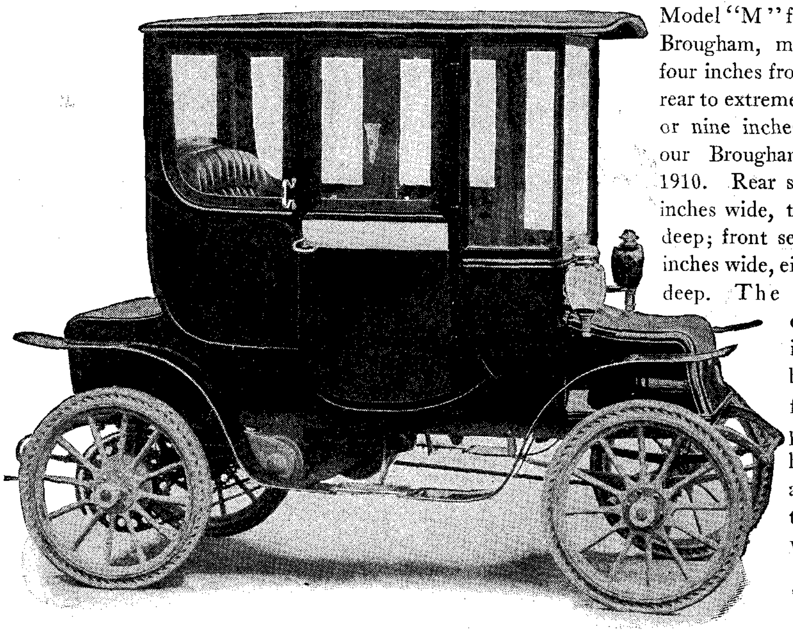
A four-passenger victoria; a victoria model, with long front hood; and rumble seat in rear; an underslung roadster, built on rakish, racy lines, with 96-inch wheel-base and equipped with pneumatic tires only.

Except the roadster all models may be equipped with chain or shaft drive; pneumatic or Motz cushion tires.

We strongly urge the equipment of Edison batteries for greater mileage and perfect service.

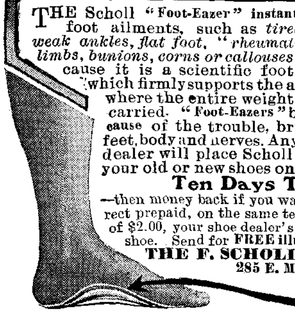
For details of new models ask our local dealer; or write.

THE Detroit ELECTRIC



Model "M" four passenger Brougham, measures fifty-four inches from extreme of rear to extreme of front seat, or nine inches longer than our Brougham Model of 1910. Rear seat, forty-six inches wide, twenty inches deep; front seat, forty-one inches wide, eighteen inches deep. The car has an eighty-four inch wheel base. The front corner panels and the hoods are of aluminum to decrease weight and prevent "checking."

Do Your Feet Ache?

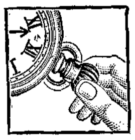


THE Scholl **"Foot-Eazer" instantly** relieves all foot ailments, such as *tired, aching feet, weak ankles, flat foot, "rheumatism" of feet or limbs, bunions, corns or callouses on the sole* because it is a scientific foot arch cushion which firmly supports the arch of the foot, where the entire weight of your body is carried. **"Foot-Eazers"** by removing the **cause** of the trouble, bring rest to the feet, body and nerves. Any first-class shoe dealer will place Scholl **"Foot-Eazers"** in your old or new shoes on

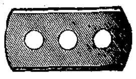
Ten Days Trial

—then money back if you want it. Or sent direct prepaid, on the same terms upon receipt of $2.00, your shoe dealer's name and size of shoe. Send for **FREE illustrated book.**

THE F. SCHOLL MFG. CO.
285 E. Madison Street
Chicago, U. S. A.



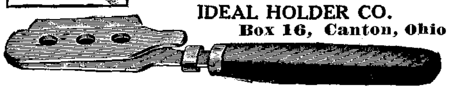
If you can Wind a Watch you can Sharpen Safety Razor Blades like this, satisfactorily.



No expensive or complicated device necessary.

Mail postal with address for particulars

IDEAL HOLDER CO.
Box 16, Canton, Ohio



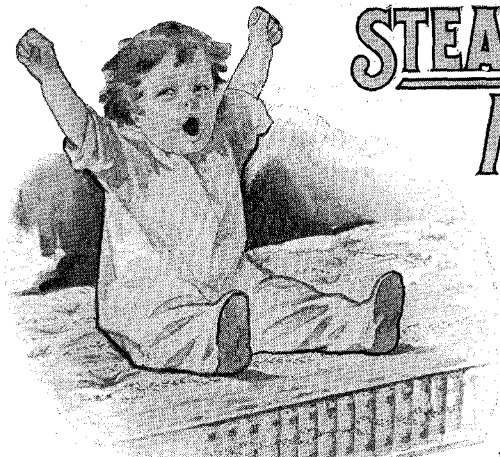
MUNICIPAL BONDS

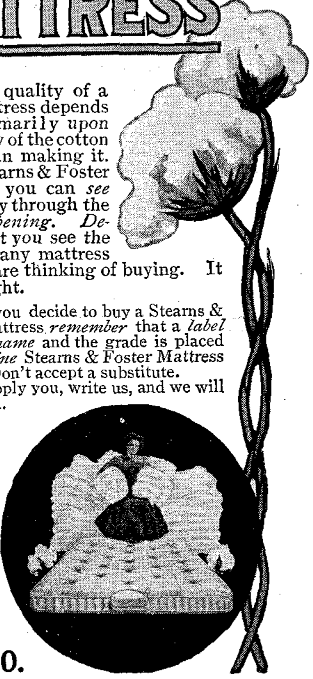
Safest investments known. Yielding from **4% to 6%** Write for Circular.

ULEN, SUTHERLIN & CO.
BANKERS **CHICAGO**

JOHNSON'S
SHAVING CREAM SOAP
Johnson & Johnson
MANUFACTURING CHEMISTS
NEW BRUNSWICK, N.J. U.S.A.
The Lather's the Thing

JOHNSON'S
Shaving Cream Soap
MAKES A QUICKER LATHER
MAKES A THICKER LATHER
AND A MORE LASTING LATHER THAN ANY OTHER KIND OF SOAP
IT SOFTENS THE TOUGHEST BEARD
IT SOOTHES THE TENDEREST SKIN
Is economical, antiseptic and germ proof. Applied either direct to face or brush.
EVERY DRUGGIST SELLS IT
Price 25c
Johnson & Johnson
Twenty-shave sample tube for a 2c stamp.
Dept. 4-T, New Brunswick, N. J.





STEARNS & FOSTER MATTRESS

THE quality of a mattress depends *primarily* upon the quality of the cotton felt used in making it. In the Stearns & Foster Mattress, you can *see* the quality through the *laced opening*. *Demand* that you see the *inside* of any mattress that you are thinking of buying. It is your right.

And if you decide to buy a Stearns & Foster Mattress *remember* that a *label* bearing *our name* and the grade is placed on *every genuine* Stearns & Foster Mattress as advertised. Don't accept a substitute. If your dealer can't supply you, write us, and we will ship direct, express prepaid.

2 Months' Free Trial

A Stearns & Foster Mattress must satisfy you. Try it 60 nights—experience perfect comfort, and then if you wish to part with it you may send it back and your money will be refunded.

Four grades and prices to meet every individual taste and purse—and a quality at the price that cannot be duplicated in any other mattress.

Anchor Grade $10.50 Windsor Grade $13.50 Lenox Grade $16.00 Style "A" $22.50

THE STEARNS & FOSTER COMPANY, Dept. I-15, Cincinnati, O.

assistant, grimed with the labor of sorting pied type, would rush in and announce they would have to fix up something else because there were not n's, or e's, or a's enough to set up what the perspiring editor had so laboriously composed.

The day before Christmas, 1908, Howard had just seventy cents. His assistant had thirty cents. They had to spend eighty cents of their combined wealth to get enough paper to issue the next edition of the *Despatch*, and they went to bed supperless Christmas Eve.

When they arose Christmas morning, hungry, with only a dime apiece, Howard felt his first serious doubts about the financial prospects of the newspaper business. They had a long, careful discussion, and finally decided beans would be the most filling and lasting food that could be obtained for ten cents.

One dime went for beans for breakfast. They had no dinner. The other dime went for more beans for supper. They got up the next morning "dead broke," but managed to sell enough newspapers to change their diet of beans for something more substantial.

Howard then evolved a scheme which, he admits, still sends a glow of pride through his veins when he thinks of it. He took a room at the Bullard House and when his board bill became due he published a handsome advertisement of the hostelry in lieu of cash. Matters went along finely at first, but presently he found it took a lot of space to pay for breakfast. A full dinner required the better part of a column, and to settle up for the week's board crowded out most of the editorials.

Altho far from being a religious crank Howard found a great deal of enjoyment—"Inspiration" he calls it—reading the Bible. About this time he had succeeded in getting some of his supplies on credit.

The Salem citizens were getting interested and advertisements picking up.

One of the merchants came in several times to collect a bill which Howard couldn't raise money enough to pay, altho it was but a small amount. "My friend," he told the merchant, "if you will go home and read verse twenty-six of the eighteenth chapter of the gospel of St. Matthew, you will find my answer." The merchant went home and found this: "and his fellow servant besought him saying, 'have patience and I will pay thee all.' "

This merchant thought it over, studied his Bible, and the next day called at the paint-shop again. He asked Howard to read the eighth verse of the thirteenth chapter of the Epistle to the Hebrews. Howard looked it up and read: "The same yesterday, to-day, and forever."

The struggling editor hustled around to secure another advertisement and promptly settled.

It was last spring that the tide really began to turn. It was then Howard met Herman F. Curtis, a young Salem man of good family, who also had had a disastrous business experience and was looking for a new sphere of activity. Together they decided politics was what the columns of the Salem *Morning Despatch* needed to make the paper a paying proposition.

Until then Howard had modelled his publication somewhat upon the literary lines of Addison's *Spectator*, not deeming it necessary that a local newspaper should publish any "news," and so composing "highbrow literature," as he called it, for his columns. . . .

Curtis went to City Hall, made friends with the politicians and renewed his friendship with some of them. Not realizing his intentions, they talked rather freely. Curtis reported to Howard, who also had been doing some quiet sleuthing, and together they composed the *Despatch's* first "graft exposé," the articles which have now boosted the circulation from 67 to 5,000, the size of the election-day edition.

This in a city of 38,000 inhabitants, already with one newspaper, the Salem *Evening News*, a one-cent, twelve-page, eight-column paper with a news franchise and universally popular.

The *Despatch* had no news franchise because its proprietor couldn't afford to pay the price. It was a single-sheet paper with only four pages, and about the size of the ordinary weekly.

When the first "exposé" was ready for publication Howard found he had no large-size type for the "scare head" he considered called for, and so he scraped together a dollar, carfare to Boston and back, and hustled to the Hub to buy big type enough to set up the headline he had composed.

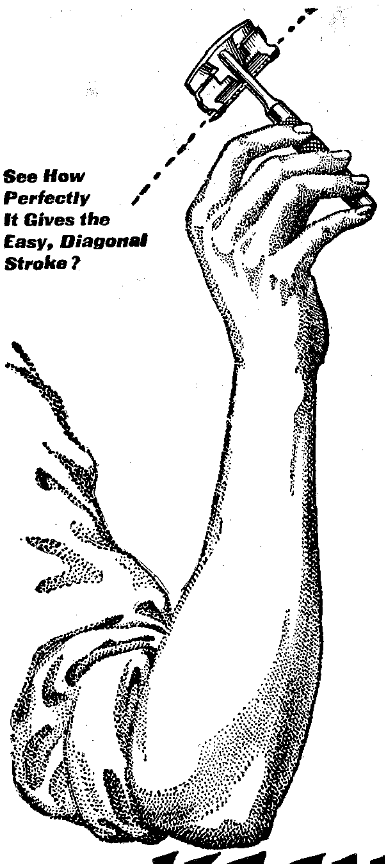
That edition of the *Despatch* sold like the proverbial hot cakes. The news-dealers who had refused before to have it on their counters rushed up to the paint-shop and begged for copies. The old foot-power press contracted a bad attack of asthma and dry heaves under the muscular assaults of the staff of the *Despatch*, which now comprised three members, in their strenuous endeavor to run off extras.

Howard and Curtis had another "exposé" ready for the next edition, but when it came to setting up the headline they had to sit up all night working over the big type like a picture puzzle, trying to compose an appropriate headline with the few letters available in their type cases.

It is related in this connection that when Howard had written a particularly vicious attack upon a certain politician, whose connection with a city deal looked rather shady, the printer rushed in to tell him he couldn't set it up because there were too many N's in the politician's name. Howard thought it over, remembered there was another politician concerned in the same affair whose name was spelled with less N's, and the substitution was made.

This man, an office holder for eighteen years and rather illiterate, was despised by many citizens, but none had sufficient courage or energy to attack him. The misfortune of not having N's enough to set up the first name turned out to be a real fortune —for Howard—as his final selection of the other victim was so popular he at once became a sort of hero with some citizens.

In the course of his City Hall disclosures Howard found fault with a number of deals put through by Alderman Michael Doyle. This city officer had him arrested for criminal libel. He produced a plea written by himself, and that document was considered such a model of legal excellence and rhetoric that it was copied in seventy-four newspapers in the United States. The plea being denied, however, Howard went to jail and for three day's edited his paper from cell 45. Upon his release he became famous and announced



This Razor
Takes the Right Position
Naturally

Here is a drawing from life of a man's hand holding a Keen Kutter Safety Razor in right position for shaving. It tells a whole story of "Keen Kutter" superiority better than a page of print. A glance tells you that a downward motion of the man's hand will bring the edge of the Keen Kutter Razor blade across the beard *diagonally* —the only *correct* and easy way to shave. There's neither pull nor scrape to a

E. C. SIMMONS KEEN KUTTER TRADE MARK U.S.A.

KEEN KUTTER
Safety Razor

KEEN KUTTER
USED
NEW

No. K-1—Silver plated in genuine Black Leather Case, $3.50.

No. K-3—Gold plated in genuine English Pigskin Case, $5.00.

Every Keen Kutter "Safety" is accurately adjusted for instant and easy use. There's nothing for the shaver to learn about it, nothing for him to experiment with.

The Keen Kutter "Safety" Razor comes in a compact leather case with twelve blades of fine Norwegian steel, honed, stropped and ready for a great number of smooth, comfortable shaves.

Keen Kutter Safety Razors are fully guaranteed. If you buy one and are not satisfied, return it and get your money.

"The Recollection of Quality Remains
Long After the Price is Forgotten."
Trade Mark Registered. —E. C. SIMMONS.

If not at your dealer's, write us.

SIMMONS HARDWARE COMPANY, Inc.,
St. Louis and New York, U. S. A.

15 Days'
Free Trial

If Not
Entirely
Satisfactory,
Trial Costs
You Not
a Penny

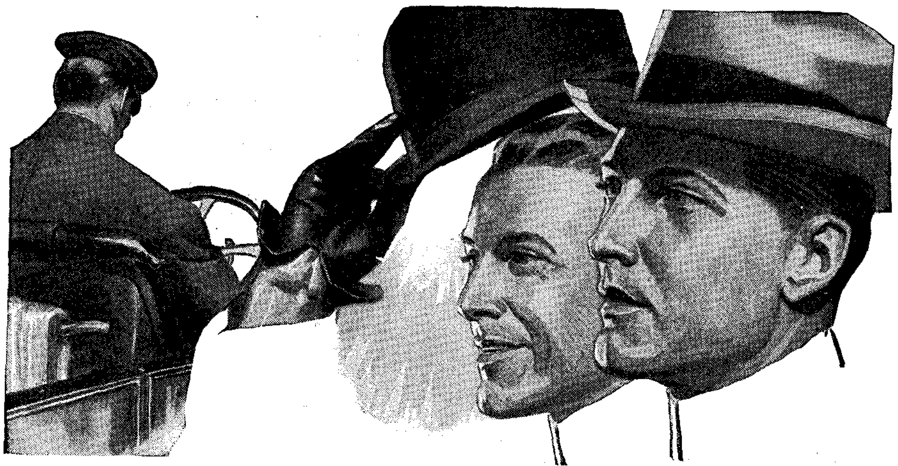
This Typewriter Desk Saves
6 Sq. Ft. Floor Space

15 Days' Free Trial. Ordinary typewriter desks occupy 10 sq. ft. This one takes only four. That means you can put two Uhl stands in space of one ordinary desk. Has plenty space for week's supply stationery. Rigid steel frame, absolutely indestructible. Wood platforms—silent under operation. Movement of simple lever draws up castors so stand is changed from easiest moved of all stands to most rigid and *immovable.* Closes and locks at night (see illustration).

Uhl Art Steel Typewriter Stand
and CABINET

We will deliver one to you through your dealer on 15 days' free trial if you will write us on your business letter head and state position you hold. If not entirely satisfactory, trial costs you not a penny. Write for full particulars first if you wish, giving dealer's name. Then make trial.

Address THE TOLEDO METAL FURNITURE CO.
2023 DORR STREET, TOLEDO, OHIO
(1)
Makers of famous Uhl Art Steel Furniture.



Hawes, von Gal HATS

The Fashionable Fall Styles

Because the hat is the most conspicuous article of man's attire its selection should receive the most careful attention. To wear one of the Hawes, von Gal Fall Styles—either soft hat or derby—is to rest assured that no one can be better hatted, for Hawes, von Gal Hats are the utmost in quality, in style, in finish, workmanship and perfect fit. Best of all, your dealer will guarantee them—so do we.

Prices, $3, $4 and $5.

We are Makers of the Hawes *Celebrated $3 Hat*

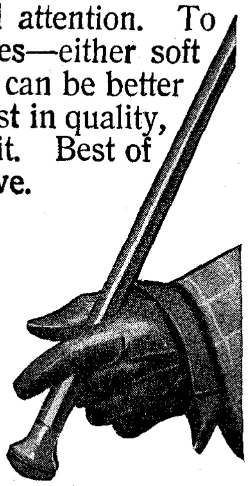
If not at your dealer's, write for our new Fall and Winter Style Book "U" We will fill your order direct from the factory if you will indicate style wanted and give your hat size, your height, weight and waist measure. Add 25 cents to cover cost of expressage.

Hawes, von Gal
INCORPORATED

Factories:
DANBURY, Connecticut

1178 Broadway, New York

Wholesale Offices:
Chicago Boston



SIX PER CENT SECURED CERTIFICATES

When an old-established Company, such as the Salt Lake Security & Trust Company, well known for its sound and conservative management, guarantees the safety of a security, the experienced investor places absolute confidence in the investment. The Capital and Surplus of this Company of $400,000.00 and First Mortgages on Salt Lake Real Estate safeguard our Secured Certificates yielding 6% per annum.

Write for our booklet "F."

Capital and Surplus $400,000.00.

SALT LAKE SECURITY & TRUST COMPANY
SALT LAKE CITY, UTAH.
F. E. McGURRIN-PRES. EST. 1886

WATERPROOFED LINEN
STYLE ECONOMY **LITHOLIN** FIT COMFORT
COLLARS & CUFFS

No Matter What the Weather

It is always the same with a Litholin Waterproofed Linen Collar, if the sun shines or the rain pours. It holds its own, its shape, cleanliness, neatness, and has the regulation dull white surface of ordinary, well-laundered linen. It never wilts nor frays, and if soiled, is wiped white as new with a damp cloth. Figure out the saving on the present cost. Four Collars and two pairs of Cuffs will "last out" the year,—the price $2.00.

Collars 25c. Cuffs 50c.

Avoid substitutes and imitations. If not at your dealer's, send, giving styles, size, how many, with remittance, and we will mail, postpaid. Styles booklet free on request.

THE FIBERLOID COMPANY
7 Waverly Place, N. Y.

his candidacy for mayor, and as soon as he was out of jail registered as a voter of Salem so as to be eligible.

A few days before election Howard and Curtis together composed one of the most remarkable campaign-songs ever sung in America,—a real classic in that form of "literature." It was published in the *Despatch* and sung about the streets by enthusiastic citizens as the battle hymn of the Reform Candidate. If it were not so long, it might with interest be quoted here.

During those last few days there was more demonstration and excitement, a more general arousing of the citizens than has occurred in that staid old Puritan city since the Revolution, or, perhaps, as some insist, since the time of Cotton Mather and the dreaded witches. Finally came the election, with an overwhelming majority in favor of Arthur Howard.

Early in the evening when the returns began to indicate the landslide in the Reform Candidate's favor, the younger voters went wild with enthusiasm. They hired a brass band, imprest automobiles, and abducting Howard from the paint-shop where he was preparing to get out an "extra"—they paraded him through the streets before the admiring multitude.

BEHIND THE SCENES AT THE BRUSSELS FIRE.

A VERY great disaster in which humankind is concerned is sure to furnish examples of heroism which stand out in vivid contrast to the temper of the confused and panic-stricken crowd. Tho there were few casualties in the disastrous fire which recently overwhelmed the Belgian and British sections of the Brussels Exposition, pluck and daring were not lacking—even in the brief time which rush of the flames afforded. A correspondent of the London *Daily Chronicle* reports the experience of some of the officials in charge of the British section. As soon as the Belgian section was threatened they had brought out the hose, but the pressure was sadly inadequate. "All that we could obtain," said one of the officials, "was a tiny stream which resembled that made by a child's toy squirt."

In fifteen minutes the roof of the Belgian section fell in and the whole place was gutted. It was appalling! The roar of the flames was terrible! They simply leapt towards the British Pavilion, and encircled it greedily. We all made a rush for the office and set about saving the papers and documents stored in the archives. It was trying and perilous work.

As we traversed the building from the office to the exit doors with our arms full of documents, glass from the windows began to fall in showers, and the electric-light wires, which were burnt through, fell across our path with a fizzling sound. Everybody was in danger of being electricuted as well as burnt. Then the roof began to show signs of going, and we had to flee for our lives after contriving to save a few armfuls of papers.

Among others who stayed by to help was Mrs. Balaam, the wife of the British accountant. She was in the office at the moment the fire broke out. The crowd in terror stampeded wildly from the grounds, but Mrs. Balaam preferred the danger.

At the first sign of danger Mr. Balaam begged his wife to fly, but the brave woman absolutely refused to leave her husband's side and, undaunted by the onward rush of the flames, she set about saving the office effects and papers with the employees. She was the last to escape, and got safely out, with her toilette ruined and her face blackened by the smoke. Every one in the British section speaks in unqualified terms of praise of the splendid example of heroism shown by this Englishwoman, who unflinchingly looked death in the face.

The brave fight made against the fire on Sunday night in the British section is as fine a record of bravery as can be found anywhere in our country's annals. After the five attendants, with the inadequate water supply, had found it impossible to stay the advance of the flames, they set about saving the contents of the art furniture section. They dragged out one valuable tapestry, and would probably have saved a second, but they found the door blocked by the inrush of soldiers and police. These men were beside themselves with excitement. With fixt bayonets they advanced toward the little band engaged in salvage operations and turned everybody out.

At the last moment, when the encroaching flames had already eaten half-way through the doomed British section, George Heather, one of the attendants, who earlier had given proof of such splendid courage, remembered that a watchdog belonging to a Belgian night watchman was tied up in a corner of the building. The terrified howls of the poor animal, which was tugging madly at its chain, were too much for the humane Heather. At the imminent risk of his life he dashed through the smoke and flames and cut away the dog's collar with his pocket-knife, thus nobly saving its life. The animal had, however, gone mad from fright, and savagely bit its captor in the face.

In the midst of the raging fire a number of monkeys in the menagerie found a way of escape from their cage, and one by one they crawled out of the smoke and bolted for some neighboring trees. One gorilla returned to-day to the scene of the fire, as if trying to find its former home, but nothing has been seen of any of the others.

After all, the danger from the demented dog was but slight, compared with that incurred by the British officials from the animals in Bostock's menagerie, which was situated to the northwest of the British section. In it were confined several lions, tigers, panthers, a number of cobras, and a camel. As the fire ate its way toward the menagerie the fiendish roaring of the terrified beasts added another note of horror to the scene. As some of the British officials told me to-day, at every moment while they were busy fighting the fire they expected that their savage neighbors would succeed in breaking loose, and would be upon them. One tiger did break away, and, as panic-mad as any of the human throng that had fought so madly to escape, dashed wildly around the fire-free portion of the grounds. Luckily it was shot in time by a party of soldiers. A camel alone was saved. The calcined remains of the other captives in the menagerie may still be seen where a lingering death overtook them.

Business Insurance

An Advertisement by Elbert Hubbard

"NUMBERS ELIMINATE CHANCE"

THE business corporation was a device of the Romans. The original idea came from Julius Caesar, and was suggested by the uncertainty of human life. It was an insurance against the dissolution of a project in case of death. The intent was to provide for the continuance and perpetuity of enterprises which probably no man could carry out during his lifetime. The first application of the corporation was for building water-systems and laying out roadways. The corporation provided against stoppage of the work in case of the death of any man connected with it. ❦ But the corporate life of a great business is not secure against shock, unless the lives of its managers are insured for the benefit of the corporation. Hence we find the big men—the men of initiative and enterprise—allowing their lives to be insured at the expense of the corporation which they serve, for the corporation's benefit. ❦ To guard 'gainst the blow of the business blizzard when an able leader dies, The Equitable Life Assurance Society now issues a Corporate Policy. The proceeds are made payable to the Corporation, which is both Applicant and Beneficiary. Thus is the Commercial Craft ballasted and made snug and secure when comes the storm. ❦ The Equitable Life Assurance Society will exist when every eye that reads this page is closed forever; when every heart that now throbs is still; when every brain through whose winding bastions thought roams free has turned to dust. ❦ The Equitable will live on, a body without death, a mind without decline. ❦ Only safe, superior and competent men can secure life insurance nowadays. Life insurance adds poise, power and purpose to able men. If you are helping to carry the burdens of the world and making this earth a better place because you are here, perhaps you had better write for further information.

The Equitable Life Assurance Society
OF THE UNITED STATES

"Strongest in the World"

The Company which pays its death claims on the day it receives them.

PAUL MORTON, President 120 Broadway, New York City

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LONG LIFE And How To Attain It

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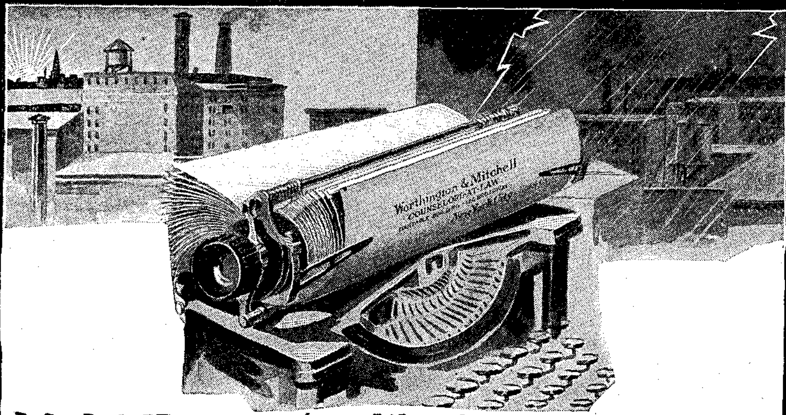

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ADVENTURES OF AN ANIMAL PHOTOGRAPHER

"PHOTOGRAPHING wild animals," according to Elwin Sanborn, the official photographer of the Bronx Zoological Gardens, New York, "is a game of patience complicated with paws." Not only must the photographer be willing to wait in broiling sun or chill winter wind for his model to "look pleasant," but on occasion he must be ready to make a very speedy and successful departure if he desires to preserve his anatomy intact. "I suppose," says Mr. Sanborn, "that I have climbed the high fence surrounding the elks' quarters, at the Zoological Gardens thirty times, with Stanley, the big bull that heads the herd, snorting at my heels. Each time I also carried weight, for I had to tote a $400 camera over a fence singularly deficient in exit facilities. But I've made the trip in safety—so far."

Mr. Sanborn was "discovered," so to speak, by Director Hornaday, who found him for want of an art teacher sketching the animals in their enclosures. Finding that the artist's financial situation was depress, Dr. Hornaday, attracted by the sketches, set Mr. Sanborn to work on a guide-book to the Gardens. When this was done, Dr. Hornaday set him to photographing the animals in all their natural poses. In the New York *Evening Mail* we read of one or two of Mr. Sanborn's experiences at rather closer quarters than most jungle photographers get. The first is in his own words.

The first animal I ever tried to photograph was the snow-leopard, a dangerous and treacherous brute. I went into the cage with the keeper, and the leopard did not notice us at all, apparently. Just as I had my camera set, the brute began to growl and leapt on some rocks, so that his position was higher than our heads. Well, I guess I didn't watch him very closely, perhaps. I was green at it you know, and I was very greatly interested in the operation of my new camera. I just had my head under the cloth—that was before the day of the modern reflecting machine—when he leapt. A patch of sunlight fell from the roof right in the center of the cage and just as he landed in it, snarling and switching his tail, I snapt him. It was a bully picture.

Then I got busy changing the plate, when the keeper spoke to me. That leopard had leapt again, and was standing with his two fore paws, equipped with their powerful hooked claws, around my leg. His wide mouth was open and over my foot, altho he did not actually touch me. The slightest movement would have resulted in the loss of a rather nice foot—at least a foot I have always had a perhaps unreasoning affection for. I do not remember just how badly I was frightened. One does not measure sentiment of that sort in degrees. But the keeper got a broom and filled the snow-leopard's mouth with the brush, and then whipt him back to his corner with a rawhide quirt—and I got out, gladly.

The first thing to make sure of is whether the animal is dangerous to you. The second thing is whether you are dangerous to the animal. I wasn't posted on the first or I would not have been driven out of the cage of the blesbok when I tried to snap him. The blesbok is a sort of African antelope, and the people who tell you that all antelopes are kind and gentle are requested to come up and meet our little Blessy. I have met bears that I like better.

Another occasion when the artist did not come out so well is told by the reporter.

> One of the most unpleasant adventures Sanborn ever had was with the vicuna, a wild relative of the llama and the camel. The vicuna is a very capable man-of-war, and in his broad mouth are many chisel-like teeth, with which he bites. When he gets a satisfactory hold, he hangs on until something pulls out. Very few people like to be bitten by a vicuna. Mr. Sanborn was theoretically familiar with those traits of his little four-footed cousin, but did not believe that anything would happen. He had his head under the camera cloth when the beast charged. The vicuna hit the camera head-on, and the camera hit Mr. Sanborn, removing two teeth instantly. The keeper, who was in the inclosure at the time, saw Sanborn standing there, half-stunned and bleeding, and either lost his head or became a hero. He hasn't decided which. Anyhow, he leapt for that rough-biting beast, grabbed it around the neck and called to Sanborn to get out. The vicuna took part of the keeper's coat as a guaranty that he would call again, but he was not hurt.

LIGHT AND SHADE IN CARUSO'S CHILDHOOD

THAT the childhood of opera singers is as full of escapades and pranks as that of ordinary mortals appears in the story of the early youth of Enrico Caruso. In an interview quoted in the New York *Evening Sun* from the Atlanta *Journal* the famous tenor relates the troubles into which his voice drew him as a youngster on the streets of Naples. Says he:

> My voice has made me famous in these latter days, but it got me into scrapes and difficulties enough when I was a ten-year-old ragazzo at Naples. All Neapolitans are musical. Everybody sings from morning to night. Consequently my parents paid little attention to my childish outbursts, except occasionally, when the treble became too high and piercing, papa would suddenly jump from his chair and beseech me in the name of St. January and the Blest Madonna to cease and give him a moment of tranquil silence.
>
> But about this same time my teachers at the little parish school around the corner began to realize that my voice was not like that of the other children. Childish and innocent as I was, they immediately began to exploit and make capital of me unknown to my parents. A fat old priest whose avaricious physiognomy I shall never forget used to take me away from my lessons and trot me around to one after another of the 300 odd churches in Naples, where I obediently sang whatever they demanded. Sometimes, too, we went to concert halls. After each of these excursions the priest would give

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Other books: **"Why Don't You Go Home?"**—a 48-page book for retailers. Also, **"Cost Keeping Short Cuts,"** 188 pages, giving simplified methods for cost-keeping departments.

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1156A—Roster 2025

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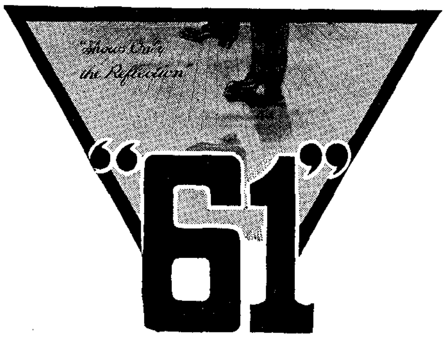

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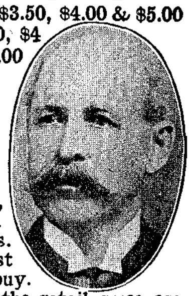

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New, exclusive shapes and shades—becoming refined lines—absolutely correct style—the finest fur felt.

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In these hats you also get the weather-proof feature, which comes from the cravenetting process.

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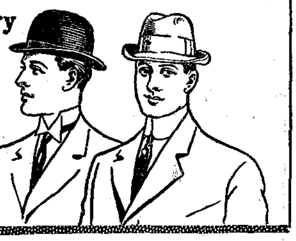

JOHN BROWN

AND HIS MEN, with some account of the Roads they Traveled to reach HARPER'S FERRY. By RICHARD J. HINTON. **$1.50.**

THEODORE ROOSEVELT recently in his great speech at Osawatomie, Kansas, referred most touchingly and eloquently to John Brown and his unique place in American history. Here is just the book that will amplify Col. Roosevelt's words. It gives the whole story of his remarkable career, with an appendix of the important documents prepared by John Brown relating directly to enterprises against American slavery in which he was actively engaged.

FUNK & WAGNALLS COMPANY

44-60 East 23d Street New York

me candy and apples, promising more sweetmeats the next day on condition that I said nothing at home.

Months later I learned that this singing, for which I thought a handful of sugar plums was splendid pay, was netting my teachers considerable sums of money, not one soldo of which ever found its way into my pocket.

Then, one day, there came to visit us a friend; perhaps a distant relative of the family. I do not know. Only I remember she had a figure like an omnibus and a face like a grenadier. I didn't love her much.

However, the first evening she arrived, it seems, I was out in the back yard under an orange-tree singing to split my lungs. As the first notes flew upward to where she sat with the papa and the mamma, she threw up her hands in ecstasy and cried:

"Che voce! che bella voce! E un angelo chi canta!"

"Angel! Bah!" retorted my matter-of fact father, "it is only that little demon of an Enrico who gives our tortured ears no peace by day or night."

But the woman insisted that she had found a treasure and that my serious education and the cultivation of my voice must be undertaken at once. My parents agreed that she might do as she liked, so one fine morning off I marched with my new benefactress.

I still lived at home, but went to her house every day to be given lessons in reading, writing, and, above all, in the true Italian language. Up until that time I had been accustomed to speak the Neapolitan dialect, the patois. I was a strong-headed youngster, and I still spoke it when I chose, whether the old grenadier liked it or not. She fussed day after day until she lost patience, and finally she slapped my face. I ran home crying, and never went to see her again. So back to the parish school I was sent. My experience with the woman had made me lazy and averse to study.

Nor was Enrico's voice the only quality to lead him out of the beaten path. The rod of the elder Caruso was sometimes necessary and the singer evidently has not forgotten its effect. We read:

It was in the springtime, la bella primavera, so instead of going to school I made friends with the urchins of the streets, and played truant—hookey, you call it—for one solid month. All this time my parents thought I was at my books, but one day a gossiping neighbor told them the truth, and next day when I set out as usual, my father was spying, half a block behind, tho I little suspected it.

You know that great, wrought-iron grille in front of the central railway station at Naples? Well, the idea struck me that it would be a delightful amusement to climb like a monkey, hand over hand, to the top. So up I started, agile as an ape, happy as the worthless little rascal that I was. But, alas, my father, with a stout riding-whip, had followed, and was standing right below. He said nothing and let me climb on, until I was too high to dare to jump back to earth, and then without the least preliminary warning he gave me the thrashing of my life. I couldn't get down. I tried in vain to climb up out of reach of the lash. It was a salutary drubbing and I think it made me a better boy. At any rate, I followed him meekly homeward and never played truant again.

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THIS SEAL MEANS AN UNHANDLED BRUSH
BRISCO-KLEANWELL
Kleanwell
THE BRUSH THAT HOLDS ITS BRISTLES

Remember one shape of toothbrush CANNOT fit every mouth. Knowing this, we make the Kleanwell in ten shapes. One will exactly fit *you*. Pick it out. The best brush for the money. The bristles anchored in the back.

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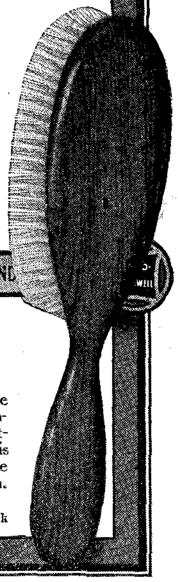
Send 4 cents for Dolly's Kleanwell—a tiny toothbrush.

BRISCO-KLEANWELL THIS SEAL MEANS AN UNHAND



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HAIR BRUSHES
are best for the hair because they reach the scalp. Brushing with a Brisco Brush is better than a hair tonic. This style is No. 2 at $1.50. The name Brisco is on each Brush.

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REAL ESTATE DEPARTMENT
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44-60 East 23d St., New York

SINGING LESSONS FOR STREET VENDERS

IF the efforts of Miss Caroline E. Wenzell are successful the raucous cry of the hawker as he advertises in the ancient way, "a-a-puls," "cha-a-arco'," and "ay-y-cash-clo'," will cease to rend the ears of the public, not by becoming any less vociferous, but by attracting the public ear with a good "singing" tone. Miss Wenzell is a young college graduate with a keen sociological interest, and very shortly after she was graduated she discovered a new field of educational activity. She was living in a district of Boston in which pedlers were especially numerous, and where the ragman's call has usurped the function of Chanticleer. A writer in the Boston *Post* tells us of Miss Wenzell's experience in making musical ragmen:

> Without consulting any of her friends, who she knew would cry down the project as ridiculous, one morning about two months ago Miss Wenzell selected an alleyway through which a line of these peddlers make their way daily, and waited. As fast as the pedlers appeared, she stopt them. Each pedler was asked his nationality, how long he had been in the country, whether he was married or not, and how much English he knew.
>
> Gradually getting their confidence, Miss Wenzell next asked them how many customers they had in a day and whether the majority of them were Americans or foreign-born citizens. Whereupon, using their answers, that more of their "own people" bought from them, as an argument to convince them that if they spoke better English, and cried their wares more plainly and musically, their customers would be doubled and trebled, she got their attention, and then and there she gave her "class"—four pedlers—their first lesson in street, or commercial, English.
>
> Elated at her first success, the next morning Miss Wenzell again went to her alley station, and that day her class was increased to six. Two of these were strawberry pedlers, one was an ol' clo' expert, and the remaining three were ragmen and junk dealers. Miss Wenzell found her audience interested and respectful, with a genuine desire to learn, and under her instruction they all progressed rapidly. Within another two days one of these junkmen had appeared with a large wooden box which was placed at one end of the alley as a seat for the "teacher," and the "ragmen school" was permanently established.
>
> For the past two months, in a small alleyway off Washington Street, near Massachusetts Avenue, in the South End, Miss Wenzell, college graduate and student of sociological conditions, has held forth to her unusual class. The sessions have been held three times a week. Just how much she believes in her unique school the young Vassar girl is perfectly willing to state at any hour, and she is as proud of her enterprise as any college professor is of his work. Aside from the plea on which she has secured the good will of her "students," however, Miss Wenzell claims that her real object is the improvement of a hitherto neglected branch of the city problem.
>
> "The first idea I got about this school,"

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You owe it to yourself to hear the Victor. Go today to the nearest Victor dealer's, and he will gladly play—without obligation—any Victor music you want to hear.

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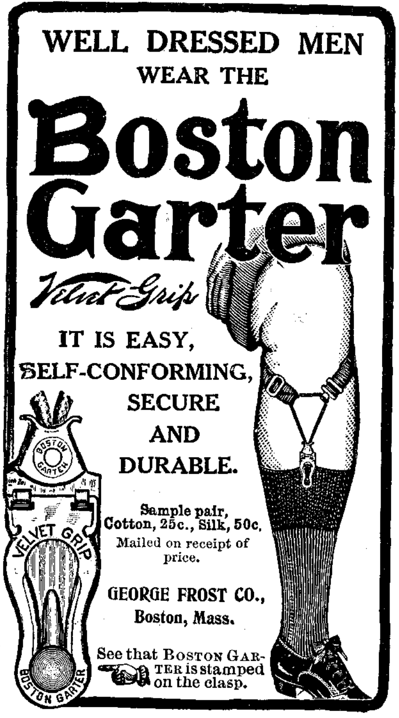
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WEAR THE
Boston Garter
Velvet Grip

IT IS EASY,
SELF-CONFORMING,
SECURE
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DURABLE.

Sample pair,
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Mailed on receipt of price.

GEORGE FROST CO.,
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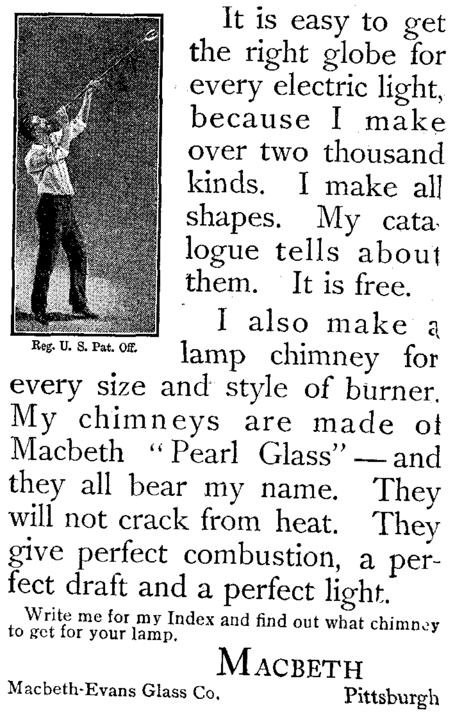
See that BOSTON GARTER is stamped on the clasp.

BOSTON GARTER
VELVET GRIP
BOSTON GARTER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MACBETH

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PARKER

LUCKY CURVE

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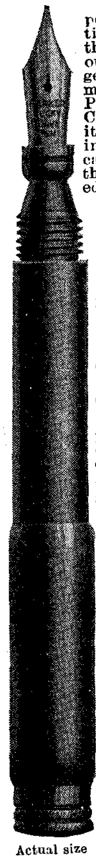
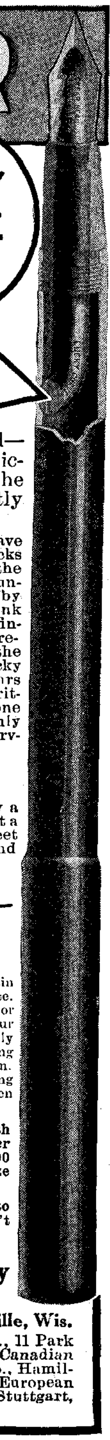
This curved ink feed—the Lucky Curve—pictured here, makes the Parker pre-eminently *cleanly*.

Common fountain pens have straight ink feeds. Ink sticks in straight ink feeds after the pen is returned to your pocket, until air expanded in the reservoir by the heat of the body forces the ink out into the cap, where it soils fingers and linen when you next remove the cap to write. But the Parker *curved* ink feed—the Lucky Curve—is self-draining. It clears itself of ink as soon as you stop writing. No ink in the ink feed, none can be forced into the cap, and only the Parker has a self-draining curved ink feed—the Lucky Curve.





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"My Musical Memories" is the life-story of H. R. HAWEIS, preacher-violinist, a book of intense and fascinating interest for *musical amateurs* and, indeed, all *lovers of music*. The author describes his feelings on hearing great music—such as the original performances of Wagner's masterpieces at Bayreuth, the wonderful playing of Paganini, etc., etc.—and by his intimate anecdotes makes you feel an almost personal relation of friendship for these grand musicians. "Old Violins," "Paganini," "Wagner," "Nibelungen Ring," "Parsifal," "Liszt," etc., etc. Price, in neat cloth, $1 postpaid; paper edition, 25 cents postpaid.

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says Miss Wenzell, "was a year ago, when I was abroad for the summer. The first thing that struck me as one of the greatest contrasts to the ordinary American city was the street life of the big and little cities and the towns of Europe. The charm, the gaiety of the streets really held a tremendous attraction for me. The Italian cities were especially noticeable for this feature. There the street venders were objects of tremendous interest to me, and I never tired of listening to them and watching them.

"Of course, in every city abroad much of the trading is done in the streets. This has been carried on since time immemorial, and there the street venders have real traditions that make their work almost as highly specialized in its way as are the learned professions. Then, again, there is the artistic nature of the problem that comes out at every turn. However, whether it was due to the language or something else, the markedly musical quality of these street cries made a great impression on me, and when I got back to America I was ashamed at the way these transplanted foreigners abused their opportunities of making the streets pleasing and picturesque with their cries, which sounded hideous and unattractive. Altho it wasn't till this spring that I determined to try a little experiment, I had the project in mind all the time, and even if Boston does laugh at me now, I am going to show it something that it didn't believe existed.

"The ordinary street cries, of which there are about a half-dozen in common use, are susceptible of almost any variety of changes, and all of them in a musical key. As an experiment, since I have taken up this work along with my other studies, I have worked out, in several cases, a definite musical notation which seemed best adapted to my men. Three of them do wonderfully well with them, and all of them have improved 100 per cent. Any of the six men who have come to me regularly can be heard a block, and their cries are musical and clear. They do not roar out like wild beasts, and they do not mumble their words, and the best part of it all is that they are teaching what they know to others that are in the same business."

Miss Wenzell goes to her school three times a week. She arrives about ten o'clock in the morning. As a rule, two or three of these men are waiting for her in the alleyway, and they all give her a pleasant "good morning" in excellent English.

Miss Wenzell seats herself on her box and the men stand in front of her. She first talks with them, asking them about their business of the day before, inquires for the health of their families, and all the time corrects their English, and tells them how to pronounce their words properly.

Often there are one or two new recruits, and those she takes in hand at once. The instruction in itself is very simple. The girl first finds out what the man is selling and suggests what expression he will use to call out his wares. She then tells him how to pronounce the words. The third and last instruction is that, when calling out on the street, he must hollow the roof of his mouth as much as possible, keeping the tongue as flat as possible—in other words, the usual instructions of a singing teacher for the production of a good ringing "head-tone."

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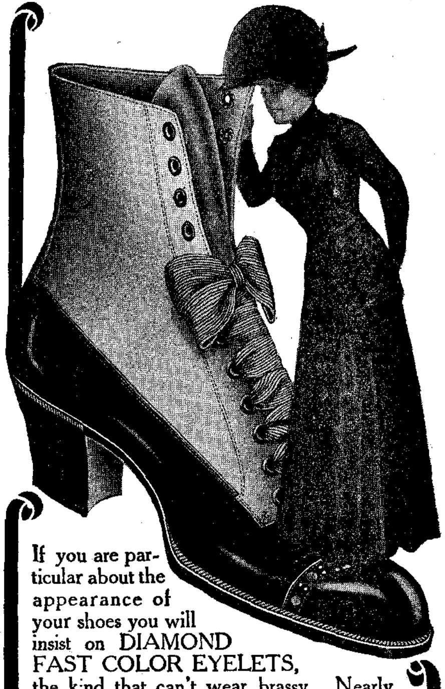

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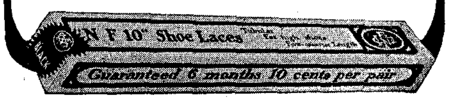
"N F 10" Shoe Laces
Black
Guaranteed 6 months 10 cents per pair

A VOLUNTEER WITH FLORENCE NIGHTINGALE

TO-DAY there are few survivors of that little band of volunteer nurses, which sailed with Florence Nightingale for the Crimea on that early morning fifty-six years ago. One of them, now eighty-six years old, is Mother St. George, of the Convent of the Faithful Virgin, Upper Norwood, England. A representative of the London *Daily Chronicle* describes for us Mother St. George's memories of the eventful occasion. Tho somewhat infirm and given to seeing few from outside the convent, she broke her rule of seclusion "just for the opportunity of saying something good about Florence Nightingale."

She was an ideal woman, full of quiet goodness, of kindness, and of wonderful organizing ability. To us, her Roman Catholic helpers, she was always thoughtful, tactful, and considerate, and there is no shadow of truth in any suggestion that she treated us unjustly. I wish all Catholics were as good as she was.

Well do I remember the night when the call came for us to go. I had only just taken the veil then, and was supposed to be delicate. People had said when I was 17 that I should not live till I was 21. I had had no experience at nursing whatever. I would faint at the mere sight of blood from a cut finger.

It was a peaceful Sunday evening. We were just going to rest about 9 o'clock, when a horseman—for there were no telegrams in those days—came riding furiously up to the convent door. It was a messenger from Monsignor Grant, asking for five of us nuns to go out to the Crimea immediately. We were to be at London Bridge at 6 o'clock next morning. You may imagine the excitement.

The message was read out. Who would volunteer? Would you believe it?—every hand was raised! So it came to a question of choice, and I was among the five chosen. As you can understand, we none of us slept that night. There was hardly time even to think about packing. We were at London Bridge punctually at 6 o'clock.

There were very few people to see us off from London, as it was so early in the morning, but we had a grand dinner at Boulogne and afterward at Paris, and so we went on, with receptions all the way, to Marseilles. There we were kept for three days, waiting for our ship—the *Vectis*. When it did arrive I remember it was a Friday, and the captain did not want to sail because it was unlucky.

But Miss Nightingale had her way. Then a black cat appeared on board. They made sure then that we were going to be shipwrecked, and the animal was thrown unceremoniously into the sea. Sure enough we were nearly wrecked in the Dardanelles. The pilot said the ship was saved because there were nuns on board. Miss Nightingale was terribly seasick and wretchedly ill when we arrived at Scutari, but there was no time to think about illness then, for there were the poor fellows waiting for us.

Such a scene! Never shall I forget the horrors of that hospital at Scutari. It was like a huge slaughter-house—wounded men lying with mangled limbs on the open pave-

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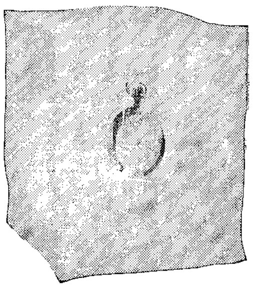

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Mr. Hapgood, who will be well remembered as the author of "The Spirit of the Ghetto" (of which a new edition has just appeared), has undertaken in this volume to present a record of his actual experience in observing unusual phases of life in the underworld of New York. He has aimed not so much to picture the squalid side of that life as its charm. Among the types selected are not only Bowery boys, criminals, small politicians, "spieler" girls, and Bowery "cruisers" but Bohemians of the higher type, men-about-town, artists, etc.

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ments sometimes, and there were no means of helping them. Most of them, even apart from wounds, were half-dead with cold and exposure. Some had been six weeks in the trenches, with their flesh frozen to their clothes.

As you know, Miss Nightingale was very coldly received by the doctors—tho they were kind enough to us—but her patience and untiring work won them over very soon. They made fun of her name and used to call her "the Bird" rather contemptuously to begin with, but afterward it grew to be a name of love, and what "the Bird" wanted was always done. Miss Nightingale was always the last to take rest and the first to be up in the morning. She worked as hard as any of us, with all the responsibility and the management thrown in.

But the men themselves were worth it all—such splendid fellows! You can not imagine what they had to go through. There were no anesthetics, the shell wounds were awful, and the soldiers had to have horrible operations performed in full consciousness. Yet they were nearly always gentle and gallant to us. Once I remember when I was holding an Artilleryman's leg up, while the bits of shell were being dug out by the surgeon, a comrade crawled over and put a cushion under my arm so that I should not be tired!

They were strangely keen, all of them, to be up again and fighting—especially the Irishmen, whom, of course, I had chiefly to attend to as being Catholics. I well remember one of them, in a delirium, struggling to his feet, clenching his fist, and shouting out, "At them Rooshuns!"

But with it all, if I were younger, and another Crimea were to break out, I would go out again to-morrow.

BALLOONING ACROSS THE CHANNEL IN 1783

Now that flights across the English Channel in either direction have been several times successfully accomplished, and long-distance trips figure daily in the press, it is interesting to hark back to the first days of ballooning and the excitement provoked by events which to-day seem tame. A writer in *The Pall Mall Gazette* (London) reminds us of these early efforts. He says:

When the brothers Montgolfier started ballooning in France in 1783 nothing was attached to the balloon, which on the first occasion fell in a field near Fanesse, fifteen miles from the Champ de Mars, where it had started, and, after being shot through by an adventurous peasant was eventually tied to a horse's tail and torn to shreds in the course of a gallop across country!

A month later a second attempt was made before the King and Queen, when a cage was attached containing a sheep, a cock, and a duck, which were the first living things to attempt the air. This balloon, after ascending to the height of 1,440 feet, came down in a field two miles away, and when the first arrival appeared the sheep was grazing and the birds were none the worse. It was this fact that caused the idea to spring up of men themselves going up in a balloon, and the King (Louis XVI.) was anxious that two convicts under sentence of death should be forced to make the attempt. This idea

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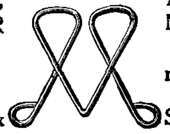

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was wholly repugnant to the chivalrous and gallant De Rosier. "*Et quoi,*" he cried, "*de vils criminels auraient les premiers la gloire de s'élever dans les airs! Non, non, cela ne sera point.*"

And shortly after he himself, together with his friend, the Marquis d'Arlandes, made the experiment, which was a brilliant success. But tho the first to trust himself in the air it was left to M. Jean Blanchard to achieve the further and greater honor of crossing the Channel and introducing a new means of communication between the two countries. Starting from the top of the cliff near Dover Castle with Dr. Jeffries, an American, as his companion, M. Blanchard reached the forest of Guines, near Calais, in less than three hours, tho they were in some peril of waters before reaching their destination. Their luggage was not inconsiderable for a short voyage and consisted of the following articles: Nine bags of ballast, the French edition of M. Blanchard's voyage with Mr. Sheldon (the first Englishman to ascend in a balloon, on October 16, 1784, when, with M. Blanchard, he traveled from London to Sunbury, fourteen miles, in less than half an hour), a large inflated bladder containing letters from people of distinction in England to members of the French nobility, a compass and other philosophic instruments, a small bottle of brandy, two silk ensigns, French and English, some biscuits, and two cork jackets. While they were crossing the Channel all these things had to be thrown away and their clothes as well and the description of this emptying their wardrobe inevitably recalls the condition of him who brought the news from Ghent to Aix: First M. Blanchard threw off his coat, then Dr. Jeffries did the same; as they still descended the Frenchman divested himself of his trousers and then only they began to go up and soon found themselves over the forest of Guines. Dr. Jeffries then with difficulty managed to stay the progress by seizing the branch of a tree and they came safely to ground between some trees, which were just open enough to admit them, after having accomplished an enterprise "which will perhaps be recorded to the utmost posterity."

M. Blanchard was highly honored and richly rewarded by the King of France and was made a citizen of Calais, while Dr. Jeffries, an American, was made a freeman of Dover. A monument was raised at the spot where they alighted, with the fact of their flight duly inscribed thereon.

HOW CONGRESSMAN J. H. MOORE DOES THE HONORS

AMONG the numerous interesting characters which the American people select to represent them at the nation's capital one is sure to find some either from one's own Congressional District or of other sufficiently prominent position to do the honors so far as the "truly great" are concerned. According to a humorous report in *The Saturday Evening Post* (Philadelphia), Rep. J. Hampton Moore of Pennsylvania is always ready to serve, especially if the applicant be from his own district. We read:

> It's fine, too, the way Hampie does it. He gathers his visitors into a compact little body and looks them over smilingly, first shaking hands and telling how glad, how very, very glad he is to see each and every

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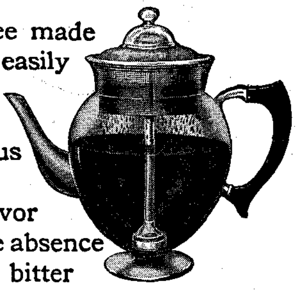
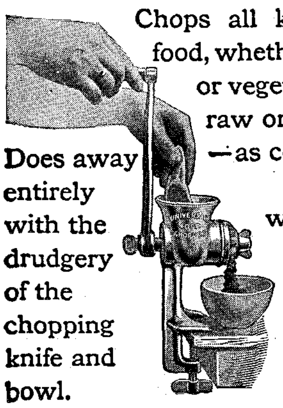
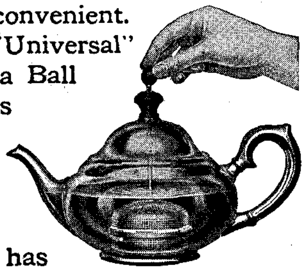






one. And he does it with an air. There is none of this slippery, sugary, ordinary, glad-hand business about it. Hampie is reserved and dignified, but he impresses on his visitors just how much it means to him to have them honor him with a call, and just how much it means to them to have him honor them by being called—that is, he is not too reserved and dignified. He mingles reserve and geniality in exactly the proper proportions, and his voice has a fine, orotund quality. I can't describe that quality, but you understand—that sort of "My-y dear-r-r Sir-r-r!" triple-tonguing effect. Any person Hampie greets has a license to feel elated.

So he starts out, leading his flock and conversing pleasantly on the topics of the day. Presently they get to the Speaker's room and Neal, who is sitting there by the door, rises and makes his most sweeping bow. "Yes, sir—yes, sir, Mr. Moore; walk right in. The Speaker will be glad to see you. Yes, sir."

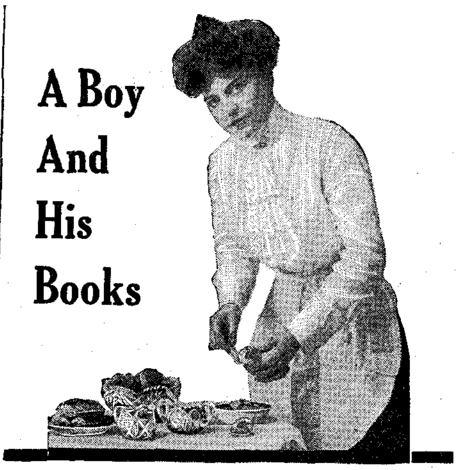
"Mr-r-r. Speaker-r-r-r," says Hampie, lining up his visitors, "may I have the honor, the very great honor, I may say, of presenting to you some of my most influential constituents—my most valued, I may say, constituents?"

Then, if Uncle Joe's vest happens to be buttoned all the way up, Secretary Busbey gives the Speaker a meaning nod and the Speaker retires behind a screen for a minute and unbuttons a few buttons, so as to preserve his famous characterization of the rough-and-ready, homespun old chap, you know, and comes out, displaying his shirt-front—it seems impossible to get away from the laundry in this story—and the ceremony begins. The Speaker does a few jig steps and says a few mild cuss words and tells the Philadelphians they come from a great American city and they file out. "Gr-r-r-eat man!" says Hampie. "Ver-r-r-y gr-r-r-eat man!" And isn't it the truth? Or is it? I forget.

Then they circulate; for Hampie, as I have said, is the Grand Introducer-General of the Noble Order of Handshakers. He never misses a notable. Finally, as the grand spectacular set-piece that winds up the show, Hampie takes them to the White House and slides them past the doorkeeper and gets them to the President. It is worth that trip from Philadelphia to hear Hampie spread himself then. You never would believe there were so many cadences and trills and lilts and chromatic scales in those two words, "Mr. President," as Hampie puts in them, and the President smiles and Hampie smiles and the Philadelphians go home and say, "Well, if there is any big man in Washington our Hampie doesn't know I'd just like to have you state his name. Huh! he's hand and glove with all of them." Which is why Hampie does it; but, of course, I mustn't snitch on Hampie.

Once, in an excess of geniality—perhaps he had read something nice about himself in a newspaper—the President said he would greet the schoolma'ams and their students who come in such great numbers at Easter to discover Washington, and he did it for a few days, standing heroically in the East Room and smiling his patented smile. However, the novelty soon wore off, and as it was then beginning to rain schoolma'ams and students into the East Room, the President said he had a sudden press of public business and quit. Did that deter Hampie?

A Boy And His Books



September brings together again "the boy and his books"—a good combination, provided the boy is properly nourished with foods that build brain and muscle in well balanced proportion, supplying the bounding buoyancy and vitality that are needed to make a real boy. The food for the growing boy or girl is

Shredded Wheat

It contains all the body-building material in the whole wheat grain made digestible by steam-cooking, shredding and baking. Two Biscuits with sliced peaches, berries or other fruits make a complete, nourishing, wholesome meal.

Heat the Biscuit in the oven to restore crispness, then cover with sliced peaches and serve with milk or cream. Nothing so delicious or wholesome in the sultry Autumn days for children or grown ups. Try it tomorrow.

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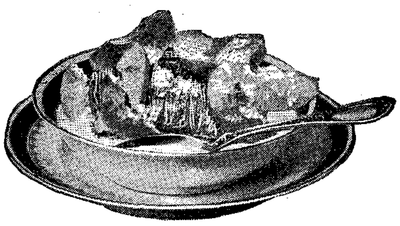

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It might have deterred others, but it stirred Hampie.

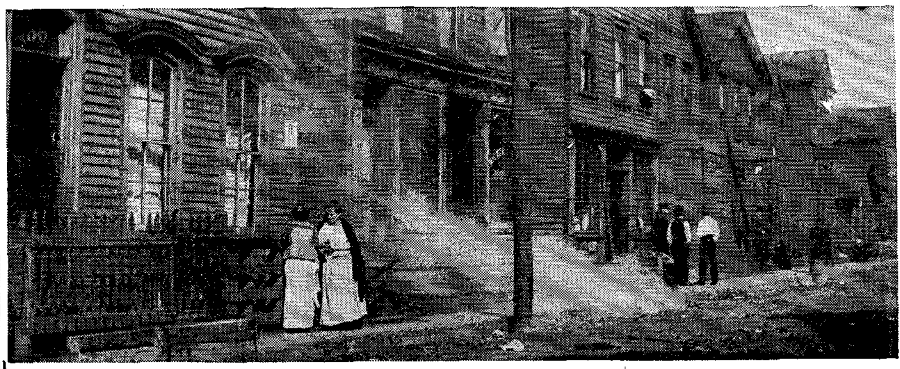
A day or two later Hampie appeared at the office end of the White House with about three hundred of the prettiest schoolgirls you ever did see, all giggling and tittering and nervous because Hampie said they were to meet the President. Hampie slid in. "Mr. President," he said, "I know the rule, but I've got a few lovely girls out here I want to present and they're just dying to see you. Please!" "All right," said the President, and Hampie gave the chief usher the high sign and in a minute that Presidential office was just jammed to the walls with pretty girls. The President shook his fist at Hampie. "A few!" he said. "Well," Hampie replied, "a few compared to the whole number there are in my district."

You can't be a minute with Hampie but he'll introduce you to somebody, and he knows everybody. He wants us all to be friendly and chummy, and he just radiates when he gets a distinguished citizen to clasp hands with another distinguished citizen The bigger the better for Hampie, for it goes two ways, you see.

A MOVABLE STAIRCASE

A NEW form of belt-conveyer made of thin sheet-steel has been introduced in Sweden and is highly commended by Dr. A. Gradenwitz, writing in *La Nature.* Says this writer:

> Modern industry, whose tendency is to substitute, wherever possible, the work of machinery for that of man, should endeavor to perfect specially transporting apparatus. New and remarkable progress has just been made in this direction by the creation of a new type of conveyer, superseding the chains or belts already used for this purpose.
>
> The Sandviken Iron Works, in Sweden, has adopted as a conveyer belts of tempered steel of the first quality. These belts, which are preferable in every way to the belts and chains hitherto used, are made in considerable lengths (up to 300 feet), in widths of 8 to 16 inches, and in thicknesses of $\frac{1}{25}$ to $\frac{1}{30}$ inch. They are easily riveted together so that any desired length may be obtained. To make conveyers of special width, it is necessary only to place two or more steel belts side by side. They run in wooden troughs or other convenient supports, being actuated by pulleys operated, when possible, by electric motors. As in the case of ordinary conveyers they have the form of endless belts.
>
> The manufacture of steel belts of convenient size required, of course, the solution of enormous difficulties, which were conquered only after painstaking experiment. Made of charcoal steel of the very first quality, the "Sandvik belts," as their makers call them, have remarkable resistance to tension and wear; owing to their thinness they are surprizingly flexible. As their very smooth surface takes on a perfect polish after some time in service, friction on the support is reduced to a minimum. They wear slowly, and when broken may be repaired by riveting in a new piece. The very slight coefficient of friction of the steel surface reduces to a minimum the consumption of motive force. The facility with which the substances transported may be unloaded at any point by the use of simply-constructed scrapers



The Homes That Never Serve Oatmeal

We have made a house-to-house canvass of the tenement districts, both of New York and Chicago.

We have gone to the homes where are bred the anemic, the incapable, the undeveloped.

We find in those sections that not one home in twelve serves oats in any form.

The Other Side

We have canvassed hundreds of homes of the educated, the competent, the leaders in every walk of life. And we find that oatmeal is a regular diet in seven out of eight of those homes.

We have inquired of 12,000 physicians and we find that eight-tenths serve oatmeal in their homes. Out of 50 leading professors in one university, 48 regularly eat oatmeal.

We find that four-fifths of all college students come from oatmeal homes.

The Meaning

This doesn't mean that some can afford oats and others cannot. For Quaker Oats—the finest oatmeal produced—costs but one-half cent per dish.

It means that some know, and others don't know, the food needs of a child. It means that some know, and others don't know, the facts about oatmeal.

Oats are richer than all other cereals in proteids, organic phosphorus and lecithin.

Proteids is the body-building, the energy-giving food. Phosphorus is the brain food—lecithin the food of the nerves and nerve centers.

The highest authorities give to oatmeal the first place as a food for the young.

Quaker Oats

The Delicious Oatmeal

Most oatmeal homes have chosen Quaker Oats. It is known the world over as the best of the oat foods.

In a bushel of prime oats we find only ten pounds good enough for Quaker Oats. We select these rich, plump grains from the rest by 62 separate siftings.

Thus we create a delectable food—the oats that children love.

Regular size package 10cts.

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The prices noted do not apply in the extreme West or South.

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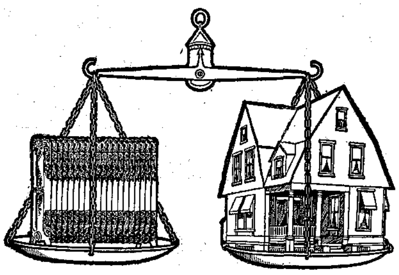
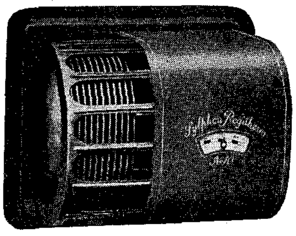


Unless you continually watch the drafts and dampers of your heater, the building is liable to be overheated in mild weather or underheated on zero days. This means the patience-trying labor of running up and down stairs, to regulate the fire to suit weather changes. The

IDEAL SYLPHON **Regitherm**

is a compact little device which holds an expanding-contracting, "can't-wear-out" liquid as sensitive to temperature changes as a thermometer. It is directly connected to the boiler or furnace draft and check dampers. There are no springs, clock-work or batteries to run down or wear out.



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The pulleys are preferably of wood; their surface has a covering of rubber. Altho more expensive, metal pulleys serve equally well if covered with wood and rubber. . . . The pulleys are adjustable and independent, making it possible to give any desired tension to the belt and also to turn the pulley about in the direction of motion of the belt. . . . . .

About every 30 feet are placed supporting rollers for the returning half of the belts . . . The quantity of material carried by these new conveyers varies in the direct ratio of their speed and approximately as the square root of their width. The smaller the speed and the greater the reduction of wear due to friction, the wider the belt ought to be. The most convenient speed, in ordinary conditions, is about 150 feet a minute, altho in some cases it may go as high as 300 feet.

The consumption of energy in plants so far set up is only a few horse-power; that is to say, it is almost negligible.

THE SPICE OF LIFE

A Tender Subject.—"How is your garden getting along?"

"Why do you ask that question?" demanded the suburbanite suspiciously.

"Merely out of politeness."

"I see. I thought maybe I had promised you some vegetables."—*Houston Chronicle.*

A Winged Tribe.—"My ancestors came over in the *Mayflower.*"

"That's nothing; my father descended from an aeroplane."—*Life.*

The Canny Scot.—"I read that Glasgow people were badly scared by a recent spell of darkness. Can it be that they are so ignorant?"

"Ignorant, nothing! Glasgow people are wise in being afraid of each other in the dark."—*Titbits.*

New Version

Moving-picture shows remind us,
As they flash their scenes of crime,
That we'd hate to leave behind us
Imprints on the films of time.
—*Denver Republican.*

A Generous Gift.—"You may say what you like against young ministers, but I have nothing but praise for our young pastor," the pompous Mr. Brown remarked, as he passed out of the church. "Nothing but praise!"

"So I observed," dryly retorted the deacon who had passed the plate.—*Harper's.*

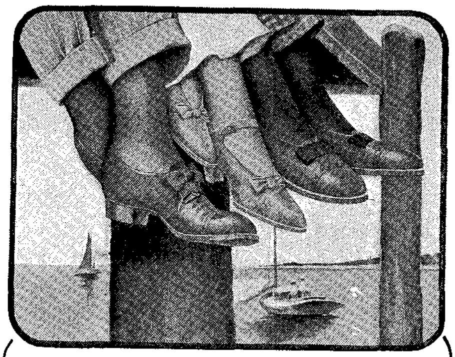
Located.—In Zanesville, Ohio, they tell of a young widow who, in consulting a tombstone-maker with reference to a monument for the deceased, ended the discussion with:

"Now, Mr. Jones, all I want to say is, 'To My Husband' in an appropriate place."

"Very well, ma'am," said the stonecutter.

When the tombstone was put up the widow discovered, to her amazement, that upon it were inscribed these words:

TO MY HUSBAND. IN AN APPROPRIATE PLACE.
—*Harper's.*



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For a cook	Burns
For a paperhanger	Longfellow
For a diver	Dryden
For a philologist	Wordsworth
For a conchologist	Shelley

—*Life.*

A Silent Partner.—"So you and Meyer have set up a marriage agency? What capital have you?"

"I put two hundred dollars in the business and Meyer his six unmarried daughters."—*Meggendorfer Blaetter.*

No Cause for Worry.—PAINTER (to his servant)—"Now carry this picture to the exhibition gallery. But be careful, for the paint is not quite dry yet."

SERVANT—"Oh, that's all right. I'll put on an old coat."—*Fliegende Blaetter.*

Fellow Feeling.—KNICKER—"Does his auto smoke?"

BOCKER—"Yes; but he hates to make it stop till after he is married."—*Harper's Bazar.*

On His Guard.—TEACHER (to new pupil)—"Why did Hannibal cross the Alps, my little man?"

MY LITTLE MAN—"For the same reason as the 'en crossed th' road. Yer don't catch me with no puzzles."—*Sydney Bulletin.*

Obedient Child.—The curly-haired little sprite of the house came running to her father in the study and, throwing her arms about his neck, whispered confidentially in his ear:

"Oh, papa, it's raining!"

Papa was writing on a subject that occupied his mind to the exclusion of matters aside, so he said, rather sharply, "Well, let it rain."

"Yes, papa; I was going to," was her quick response.—*Harper's.*

The Alternative.—"I can't pay this taxicab bill."

"Then I'll take you to a police station."

"I'll pay it. But take me to the poorhouse and leave me there."—*Houston Chronicle.*

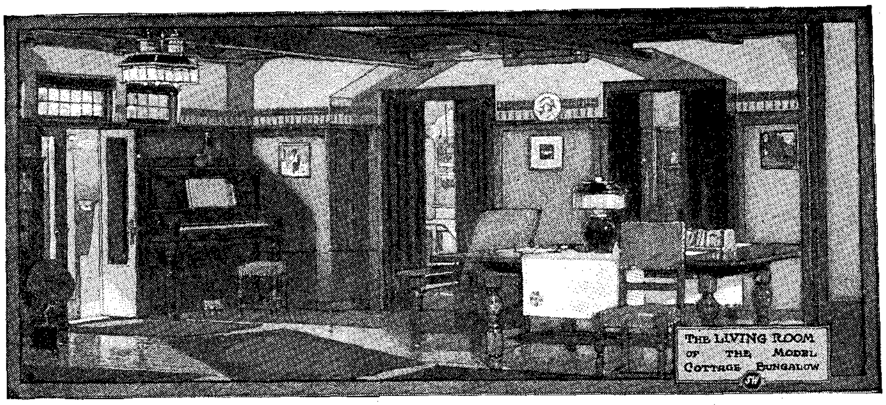
Post Ergo Propter.—"I sent a poem to that magazine, and now I hear it has failed."

"Too bad. But maybe they won't sue you for damages."—*Atlanta Constitution.*

Official Encouragement.—"Every time the automobile breaks down I notice you examine your state license."

"I do that for encouragement. The license says I'm competent to operate the machine."—*Houston Chronicle.*

Waiting in Vain.—DISGUSTED FISHERMAN (emptying his bait into the stream)—"Hanged if I'll wait on you any longer. Here! Help yourselves."—*Life.*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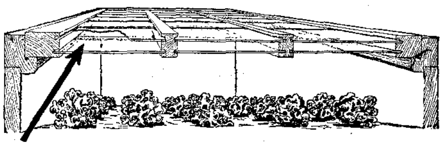

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The two layers of glass take their place
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Between the two layers of glass is a ⅝ inch layer of dry, still air. This *transparent* blanket affords better protection to plants than mats or boards; never shuts out the light; saves expense and labor and gives the best possible results. Glass held by springs; no putty used; can't work loose, easily repaired.

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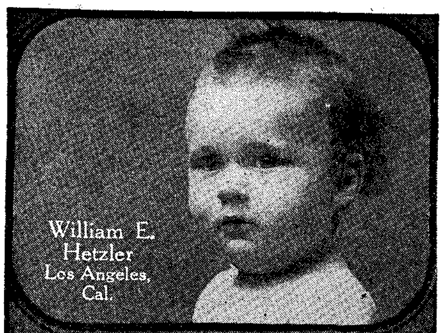

When Baby fails to gain steadily, look to his food.

The mother of this bouncing boy writes: "After nursing him for seven weeks it became necessary to use a substitute. After trying several foods—Eskay's alone gave the desired results. On

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he gained wonderfully in weight and strength, eating and sleeping as only a baby in perfect health can."

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Gentlemen:—Please send me free, 10 feedings of Eskay's Food and your helpful book for mothers, "How to Care for the Baby"

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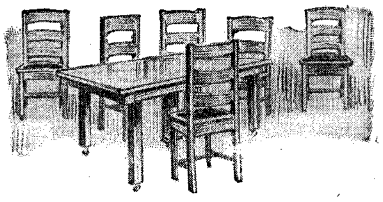

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$15.00	Chair with cushion . . .	**$ 6.75**
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35.00	Davenport	**16.25**
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Ask for Furniture Catalog No. 11.

Brooks Manufacturing Company
7409 RUST AVE., SAGINAW, MICH.

A Hubby's Hobby.—A gentleman formerly attached to the American Embassy at London tells how an old country sexton in a certain English town, in showing visitors around the churchyard, used to stop at one tombstone and say:

"This 'ere is the tomb of 'Enry 'Ooper an' 'is eleven woives."

"Eleven!" exclaimed a tourist, on one occasion. "Dear me! That's rather a lot, isn't it?"

Whereupon the sexton, looking gravely at his questioner, replied:

"Well, mum, yer see, it war an 'obby of 'is'n."—*Harper's.*

Captured.—Sandy was having his first taste of life in the African forests. Borrowing a gun, he set off one day in search of game. A little later his companion spied in the distance Sandy running at full speed for home, with a huge lion behind him, gaining at every step. "Quick! Quick! Jock!" he cried. "Open the door. I'm bringing him home alive."—*Auckland Weekly News.*

Round the Circle.—Chronic Old Growler (whose subject, as usual, is the country, and how quickly it is going to the dogs)—"And after all, it's you farmer chaps as is at the root of all the evil. You raise the corn, and the corn raises the whisky; whisky raises politicians, and politicians raise all the trouble we have in the country."—*M. A. P.*

Scientific Inquiry.—"I don't know what to make of my nephew George," remarked the elderly professor. "He has such queer contradictory tastes in music."

"Yes?"

"Yes; I came upon him a little while ago and he was whistling in a dreamy, rapt sort of way the wedding march from 'Lohengrin.' As soon as he saw me he looked confused and changed it at once to 'Has Anybody Here Seen Kelly?'"—*Chicago Tribune.*

Held Up.—"Hands up!" exclaimed the Western train robber. "Gimme your money."

"Too late," replied the tourist. "I get off at the next station and I've already tipped the porter."—*Philadelphia Record.*

CURRENT EVENTS

Foreign

August 26.—In a martial speech at Koenigsberg Kaiser William reaffirms his belief that he holds the crown by divine right; the speech creates a sensation among the Liberal press.

August 27.—The Norwegian-American Steamship Line is established at Christiania with a capital of $2,800,000.

August 28.—Nicholas, Prince of Montenegro, assumes the title of king of that country at Cettinje, the capital; the King and Queen of Italy are present.

It is announced that according to the terms of the convention annexing Korea to Japan the present agreement regarding duties will be maintained for ten years and that the Japanese trade-mark and copyright laws will be extended to the new territory.

August 29.—Leon Morane, a French aviator, breaks the world's altitude record, reaching a height of 7,054 feet in his monoplane.

Gen. Juan J. Estrada assumes the presidency of Nicaragua and selects a cabinet.

Louis Breget takes up five passengers in his biplane at Lille, France.

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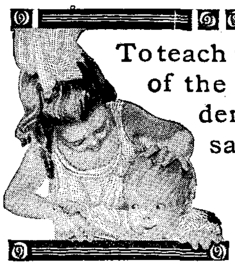

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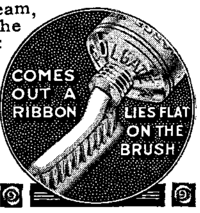

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Chats on the incidents and people of the American Revolution. By Benson J. Lossing, LL.D. Illustrated. 12mo. Cloth, 247 pp. $1.50.

FUNK & WAGNALLS COMPANY **NEW YORK**

August 31.—Results of the election in Portugal show that the Monarchists won a sweeping victory, altho the Republicans made notable gains.

Through the efforts of O. S. Straus, American Ambassador to Turkey, the Council of State approves an act exempting from the provisions of the Ottoman law all foreign religious, educational, and benevolent institutions.

Gen. Juan J. Estrada is inaugurated President of Nicaragua at Managua; General Mena is appointed Minister of War.

September 1.—President Mendoza of Panama, in his message to the first session of the National Assembly of Panama, ignores the recent pronouncement by the United States that his reelection would be unconstitutional.

Domestic

August 26.—In a statement issued at Washington Gifford Pinchot attacks Senators Heyburn and Carter for opposing appropriations for the proper equipment of forest rangers.

Thomas A. Edison gives a private view of his latest invention, a machine which combines the qualities of the phonograph and the kinetoscope.

August 27.—Theodore Roosevelt visits Cheyenne, Wyo., and receives a typical "Wild West" welcome.

In a speech at Clinton, Ill., Vice-President Sherman praises President Taft as possessing the courage and firmness to meet any contingency.

In continuing an injunction against the striking ladies' garment-workers in New York, Justice Goff rules that the closed shop and an agreement to maintain it are illegal.

While flying in his aeroplane at Sheepshead Bay, L. I., J. D. A. McCurdy sent the first wireless message from a flying aeroplane to a land station.

August 28.—President Taft's letter to Chairman McKinley, of the Republican Congressional Campaign Committee, declares that the party's pledges have been fulfilled, praises the tariff and other laws passed by the last Congress, and states that no reason exists why all Republicans should not vote for their party candidates.

Mayor Gaynor, of New York, leaves the hospital in Hoboken, N. J., and returns to his home on Long Island.

August 29.—The Interstate Commerce Commission announces at Washington that it will make an investigation of the rates charged by express companies following the complaint of the New York Merchants' Association, the Boston Chamber of Commerce, and several other commercial bodies.

It is reported that physicians of the United States Public Health and Marine Hospital service have grown the bacilli of leprosy, in pure culture outside of the human body, and that a curative serum may be found.

Theodore Roosevelt makes three addresses at Denver, Colo., in one of which he criticizes two decisions of the United States Supreme Court; the others develop his conservation policy and express confidence in the growth of the Far West.

Cotton rises to twenty cents a pound, the highest price since 1873.

August 31.—In a speech at Osawatomie, Kan., at the John Brown celebration, Theodore Roosevelt expounds the "new nationalism."

Glenn H. Curtiss, the aviator, makes a world's record by flying 60 miles in 1 hour and 18 minutes near Cleveland, O.

The Third Annual Deeper Waterways Convention opens at Providence, R. I.

The Delaware Republican State Convention indorses President Taft's administration.

September 1.—The Georgia Democratic State Convention nominates Hoke Smith for Governor and indorses him for the presidency in 1912.

RECENT CENSUS RETURNS

	POPULATION.		Per cent. increase.
	1910.	1900.	
Bay City, Mich	45,166	27,628	63.5
Bloomfield, N. J	15,070	9,668	55.8
Lansing, Mich	31,229	16,485	89.4
Michigan............	2,810,173	2,420,982	16.1
New York, N. Y.	4,766,883	3,437,302	38.7
Bronx Borough....	430,980	200,507	114.9
Brooklyn " ..	1,634,351	1,166,582	40.1
Manhattan " ..	2,331,542	1,850,093	26.0
Queens " ..	284,041	152,041	85.6
Richmond " ..	85,869	67,021	28.3
North Yakima, Wash.	14,082	3,154	346.4

Travel Travel

PENNSYLVANIA RAILROAD

Bulletin.

TRAINS FOR SCHOOL-BOUND STUDENTS.

Vacation time will soon be over.

An army of young folks will soon be *en route* to the halls of learning.

The trains of the Pennsylvania Railroad offer unusual advantages for the safeguarding of students and provide exceptional comforts for their enjoyment. The "Pennsylvania Special" (the 18-hour train between New York and Chicago); "The Pennsylvania Limited," between New York and Chicago; the "Chicago Limited," between New York and Chicago; "The 24-Hour St. Louis," and the "St. Louis Limited," with their eastbound counterparts are all peculiarly well-equipped for their use. They have exclusive apartments for girls, a ladies' maid for their service, and polite and attentive employees throughout the train.

The high-class of travelers using these trains add an air of refinement which makes them attractive to young and old alike.

The boys will follow their fathers and use the Limiteds, because the conveniences and comforts of these trains appeal to them.

It should be especially noted that none of these trains are out between terminals more than one night in either direction.

The Pennsylvania is acknowledged as "the Students' line" between all the educational centres.

The "Pennsylvania Special" leaves New York at 3.55 P. M.; "The Pennsylvania Limited" at 10.55 A. M.; the "Chicago Limited" at 4.55 P. M.; "The 24-Hour St. Louis" at 6.25 P. M. and the "St. Louis Limited" at 10.55 A. M.

Pennsylvania Railroad Ticket Offices at 263 Fifth Avenue (open until 10.00 P. M. daily including Sundays and holidays; 182 Fifth Avenue, 170, 461, 1354 Broadway, 245 Columbus Avenue, 111 West 125th Street, 34 Mulberry Street, Hudson Terminal, West Twenty-Third Street Station, Stations foot of Desbrosses Street and foot of Cortlandt Street, New York; 336 Fulton Street, 4 Court Street, 479 Nostrand Avenue, Flatbush Avenue (L. I. R. R. Station), and Annex Station, foot of Fulton Street, Brooklyn.
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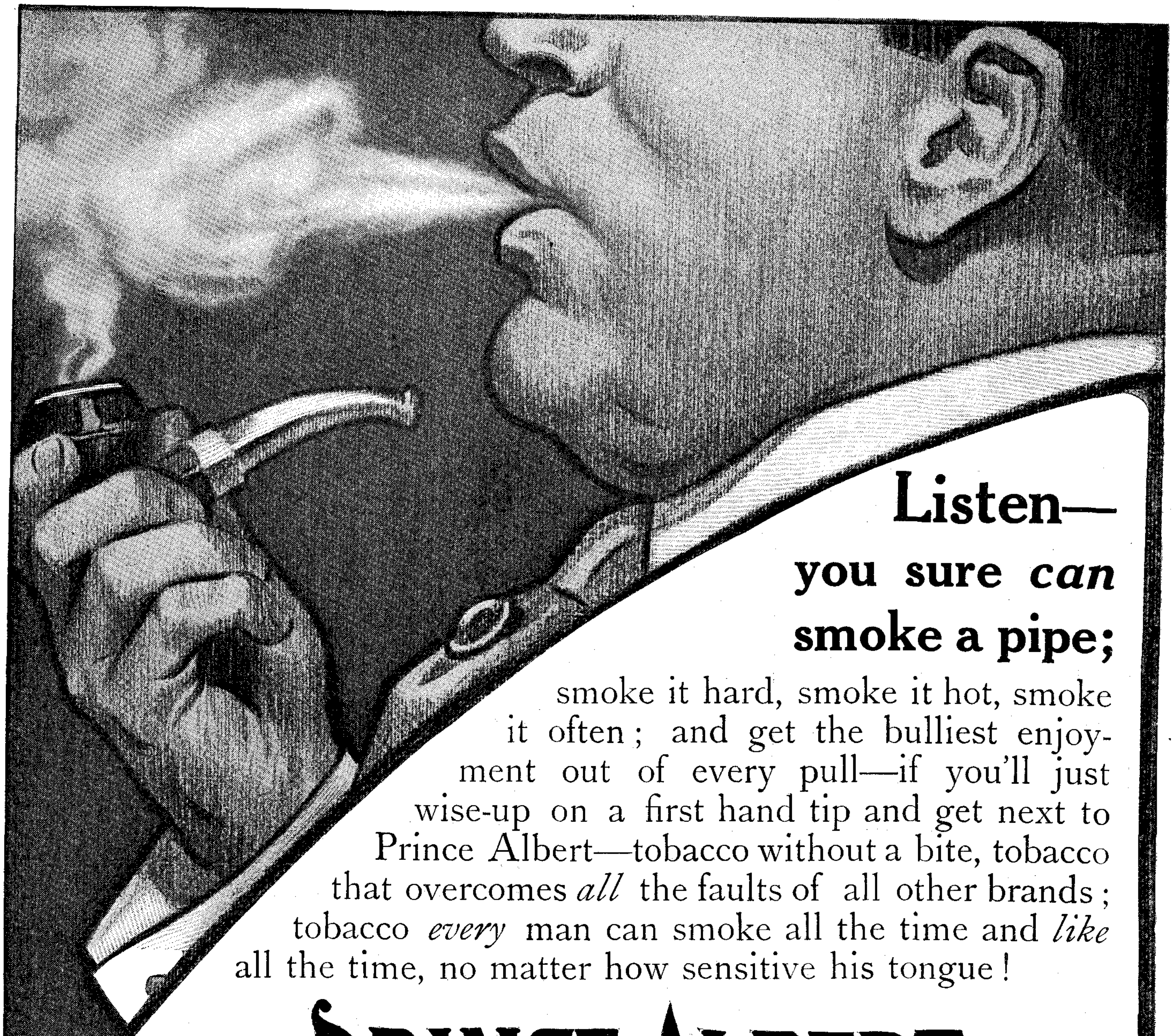
F. Berkeley Smith, the American artist and author, lived for ten years in the heart of the famous Bohemian Quarter of Paris before writing "The Real Latin Quarter"—
He enjoyed the entree of the most exclusive circles, hence has been able to describe Parisian artist and student life as it actually *is to-day*—an *inside view* as it were. The illustrations too—there are 135, pen, brush and camera—are peculiarly fitting. You *meet* Grisettes, Models, Shop Girls, Students, Singers, Poets, Artists, Sculptors, Sweethearts, Peddlers, Fakirs, Beggars. You *visit* Studios, Cafes, Gardens, Shops, Terraces and Boulevards. You *attend* the *Bal des Quat'z' Arts*, and look upon "nearly 3,000 girls and students in costumes one might expect to see in a bacchanalian feast, just before the fall of Rome." Price **$1.20** of Bookdealers or postpaid from **Funk & Wagnalls Company, New York**



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you sure *can* smoke a pipe;

smoke it hard, smoke it hot, smoke it often; and get the bulliest enjoyment out of every pull—if you'll just wise-up on a first hand tip and get next to Prince Albert—tobacco without a bite, tobacco that overcomes *all* the faults of all other brands; tobacco *every* man can smoke all the time and *like* all the time, no matter how sensitive his tongue!

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has a bunch of imitators because it has won in a walk. It's a cinch to make a box look like the famous Prince Albert package and to get fussed up with claims. Get down to case cards.

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Every live dealer in the country sells Prince Albert. If you can't get in touch with a "live" one, mail the coupon on this page together with 8 cents for a liberal try-out tin. Do it now. Tobacco shipped by return mail—quick action to get "the goods" right into your old jimmy pipe! Don't wait for the second bell!

Paste this in your hat

When you cut loose with a new pipe don't fire up until you have soaked the inside of the bowl and stem in milk at least twelve hours. That won't do a thing but keep your jimmy pipe sweet.

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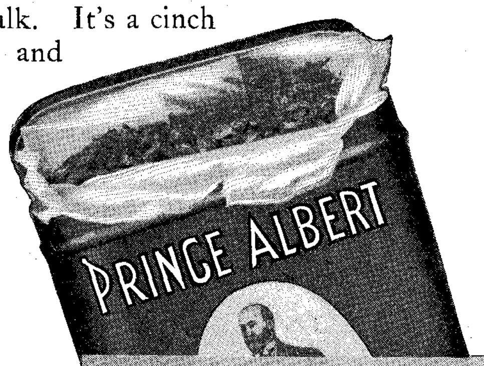

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Enclosed find 8c for which kindly send me your introductory tin of "Prince Albert" Tobacco.
(This offer applies only in U. S.)

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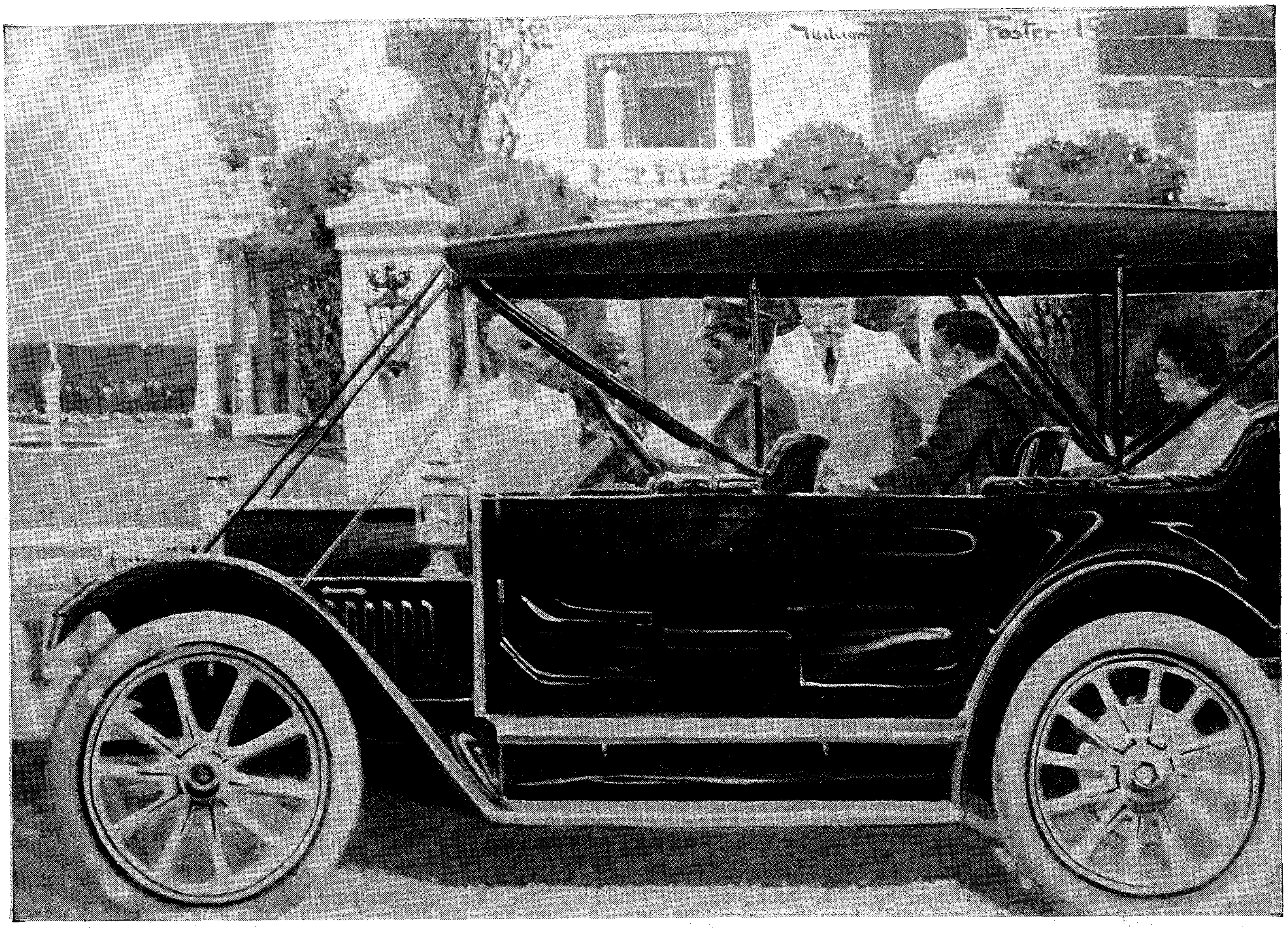

Oldsmobile *"Autocrat"*

4-cylinder, 40-horse-power (A. L. A. M. rating), 7 passenger touring car. Cylinders, "T" head type, 5 inch bore, 6 inch stroke. Wheel-base, 124 inches. Straight line drive under normal load. Low center of gravity, Four speed transmission, selective type. Positive feed lubrication insuring perfect oil circulation. Pressure system on gasoline tank. Large wheels with 38 x 4½ inch tires on demountable rims. Standard equipment includes 9-inch headlights, side and tail lamps, Prest-O-Lite gas tank, horn, baggage rack, robe rail, foot rest, removable auxiliary seats, etc., all of the highest quality obtainable.

Oldsmobile 1911

FOUR AND SIX-CYLINDER
40 AND 60 HORSE-POWER
38 AND 42-INCH TIRES
DELIVERIES IN SEPTEMBER

Oldsmobile *"Limited"*

6-cylinder, 60 horse-power (A. L. A. M. rating), 7 passenger touring car. Cylinders, "T" head type, 5 inch bore, 6 inch stroke. Wheel base, 138 inches. Straight line drive under normal load. Low center of gravity. Four speed transmission, selective type. Positive feed lubrication insuring perfect oil circulation. Pressure system on gasoline tank. Large wheels with 42 x 4½ inch tires. Straight line body with high forward doors. In addition to standard equipment, as used on the 4-cylinder cars, the Limited will be equipped with top, windshield and Warner 100 mile speedometer.

A survey of the more important specifications, listed above, reveals the fact that no car, as many years before the public as the Oldsmobile, has developed so surely toward perfection. The silent, powerful, long-stroke motor will be a revelation, even to Oldsmobilists; it turns over literally without sound or vibration while the pulling power is phenomenal. The increase in the size of wheels and tires on the 4-cylinder car provides for easy riding over the roughest roads and practically eliminates tire trouble. Pioneers in the matter of adequate tire equipment, the makers of the Oldsmobile now claim the best tired cars extant.

The importance of an announcement of improved models depends largely on the past history of the car improved. Keeping to the fore-front of each year's automobile development for over twelve years is Oldsmobile history.

Hence, the changes we announce are of particular interest to those acquainted with the refinement of the Oldsmobile from year to year.

Four and six cylinder models also equipped with roadster, 5 passenger and closed bodies.
The Oldsmobile "Special" for 1911 has been previously announced and deliveries are now being made.

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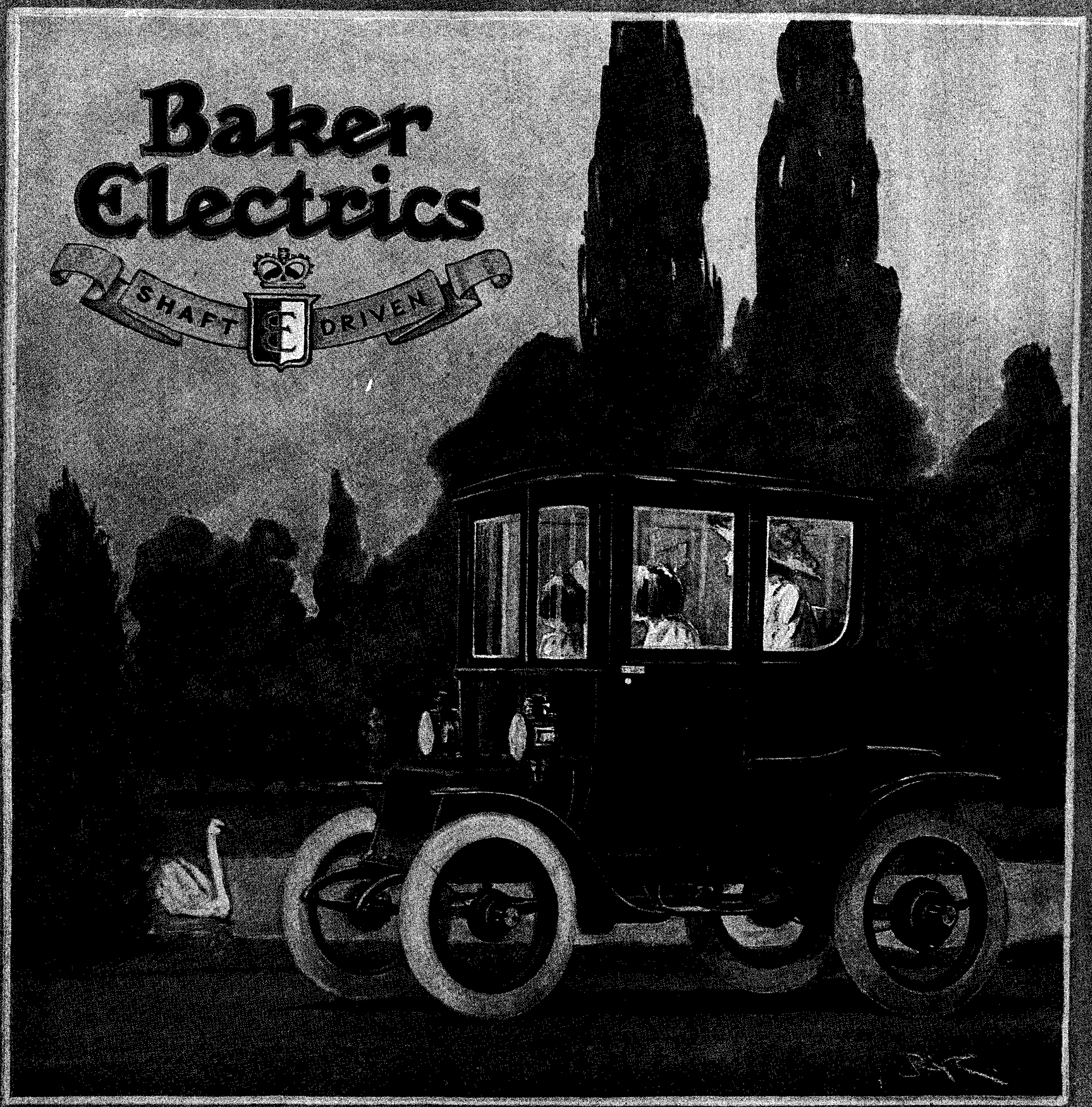

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